Published Quarterly by the De Lorean Owners Association

Volume 3 Number 1 Spring 1985

DELOREAN WORLD

CONTENTS

DELOREAN WORLD

Volume 3 Number 1 Spring 1985

Editorial Staff

DANIEL DEPREZ
Editor

SAMANTHA ROBINSON
Historian

Contributing Editors

ED BERNSTEIN
DAVID KALEEL
DAVID KNUDSON
STEW MC KEAN
JANET SHIPMAN
JOAN TRUSCOTT

Contributing Photographers

HANS NOHR
AL RIDILLA
ROBBIE ROBINSON

Advertising Director

RICHARD SHIPMAN
213/474-8194
10568 Ashton Ave., Los Angeles, CA 90024

Designed and Produced by

Dan Hale Advertising Design
Woodland Hills, CA

On the Cover

"DeLoreans' Debut at Cypress Gardens, Florida!"
Photo by Jerry Imber
Contributed by Paul Hisey of Winterhaven, Florida

Treasury Report: See page 5

President's Message	**3**	by Ed Bernstein
Annual Treasurer's Report	**5**	by Joan Truscott
Activities	**6**	
1000th Member Saluted at Winter Convention		by David Knudson
Member Profile	**11**	by Contributing Editor
Gullwing Chatter	**12**	
DeLorean Owners Pride is "Stainless" Part II		by Stew McKean
Area Regional Chapter 1 Report		by Richard Rutkowski
Remembering the Dream		Reprinted with permission of *Road and Track Magazine*
Annual Historian's Report	**21**	by Samantha Robinson
Tech Notes	**25**	
DeLorean Ground Connection		by Robin McNeill
Technical Questionnaire	**27**	

ACTIVITIES CALENDAR

April 26-28	2nd Annual Las Vegas Weekend at the Las Vegas Hilton
June 30	3rd Annual Summer BBQ at El Dorado Park, Long Beach
September 6-8	3rd Annual Summer Convention and Products Faire at the Sheraton Hotel in Santa Barbara

Disclaimer:

While it is a primary service of the DeLorean Owners Association to disseminate "DeLorean World" technical information, any maintenance techniques or possible modifications published in the DeLorean Owners Association News-magazine should be weighed against conventional, traditional and generally accepted techniques and modifications. DeLorean Owners Association should not be considered the authority on maintaining or improving DeLoreans and the views expressed are those of the author of an article or procedure herein does not constitute endorsement of it by the Association, its officers or members. Prudent owners should consider possible techniques or modification in light of common sense compromises among economy, longevity, performance, reliability, driveability, legality and resale value. Failure to consider any of the above could result in denial of warranty coverage. This publication and this organization will NOT ASSUME LIABILITY for any such consequences.

Use of the DeLorean Owners Association's emblem by advertisers neither constitutes an endorsement nor a representation or implication that the DeLorean Owners Association has in any way investigated the products or services.

All advertising is subject to approval before acceptance. DeLorean World reserves the right to refuse any ad for reasons of suitability, space availability, or advertiser's unreliability. It is DeLorean World's policy not to carry advertising for the following: health related products, material of a religious or political nature, lotteries, competing publications, or potentially libelous material. Warranties, representations or statements made in ads are the sole responsibility of the advertiser. Advertisers are expected to fairly and accurately describe the items or services offered and are expected to describe reprinted literature and reproduction parts as such.

DeLorean World is published quarterly by the DeLorean Owners Association. DeLorean World is a registered trademark of the DeLorean Owners Association, Inc. Editorial office located at 1918 E 63rd St., Long Beach, CA 90805. Printed in U.S.A. Postmaster send change of address to DeLorean Owners Association, Membership Data Center, 879 Randolph Road, Santa Barbara, CA 93111.

© 1985, DeLorean Owners Association, Inc. All Rights Reserved.

PRESIDENT'S MESSAGE

BY ED BERNSTEIN

Federal Tax Exemption

How rewarding it is for me to report to our membership that on February 21, 1985 we obtained our corporate tax exempt status from the Internal Revenue Service. Although your dues are not tax deductible, we can apply all our income to providing DeLorean Owners Association members throughout the country with a greater return of their dues payment by not having to pay tax on the income. No one receives one dime of your dues except those firms which provide goods and services for everyone's benefit (ie: printers, accounting, Post Office, legal etc.). As we grow, all this information will be provided to each Area Regional Chapter free of charge. That's what you are paying for, and you are entitled to all the benefits we can provide you.

Special thanks to Barbara Lipana, our Parliamentarian, David Knudson, our Activities Director and Joan Truscott, our Treasurer for the many, many hours of arduous work that went into preparing the documentation and assimilating the required information necessary to satisfy the Federal Government in approving our application.

Going, Going, Gone!!!

We were overjoyed at our Organization's growth in 1983. 98 members from 7 in only eight months was quite an accomplishment for our fledgling group. We were ecstatic that our growth had exceeded 865 vehicles by December 31, 1984. We found it totally incomprehensible that our membership ranks would swell to in excess of 1100 vehicles by March 1, 1985.

New Members are coming on board at the rate of about a 100 a month and we see no reason that our growth should not continue to follow this vigorous pattern throughout the entire year. I am not so naive as to believe that growth trend can continue indefinitely and a leveling off is anticipated in the 3rd to 4th quarter of 1985. Any final membership count in excess of 1600 by the end of December 1985 will be worthy of note and certainly attainable with the continuance of the methodical growth processes we have placed into motion. The achievement of 2000 vehicles is not inconceivable during the year, however, we are projecting that number to be achieved in the 3rd quarter of 1986.

Our goal is to expand to 14 Area Regional Chapters by the end of 1985, with 8 in place as of this writing.

DeLorean Clubs Come and Go!!

The Area Regional Chapter concept is paramount to your Organization's stability and continued growth. By years' end, technical and social activities similar to those enjoyed by members and owners in the Western States will be a regular part of the monthly events sponsored by different Area Regional Chapters throughout the country.

Copies of our incorporation papers, organization guidelines and procedures are provided to each Area Regional Chapter location to use as rough drafts for the establishment of similar documents for their entity and may be modified as required by individual states.

In addition, each Area Regional Chapter is given (at no cost) a minimum of one full page in DeLorean World Magazine, each issue, to inform the entire United States about their recent activities and upcoming events in an effort to tell our members who may be living or traveling in the area of future events they may wish to attend. Dan DePrez, our DeLorean World Editor, is always requesting clear, black and white pictures of your events, meetings and members for publication, in addition to any Regional Chapter information. If you wish, just send pictures and the facts about the event, and our staff will prepare the copy.

Beginning with last issue, copies of DeLorean World Magazine are available only to members of the DeLorean Owners Association. You are paying for its publication and only you should be receiving the benefits of the Magazine. More color pictures, more technical data, more pages and better quality is in the offing for future issues; our greater membership income will provide us the opportunity to return your dues to you by producing a finer publication.

Those members of "DeLorean Clubs" not affiliated with the DeLorean Owners Association will still be limited to receiving xerox copies of typewritten memoranda about what's happening within their group or an instant printed copy of a four page newsletter chock full of wide margins, order forms and poorly typeset copy.

We want our members to know about service facilities in their area and are willing to advertise the information of any firm in the country that provides competent, quality service at a reasonable price. The DeLorean Owners Association is non-profit and we want you to receive the maximum benefits of information and enjoyment from your publication. We would like to double its number of pages with technical articles, Area Regional Chapter activities, advertising and color pictures as soon as possible.

Our pledge to you is to keep doing the best we can for the benefit of all DeLorean motorcar owners. Please assist your Area Regional Chapter Coordinator. It's fun and you'll receive a tremendous amount of self-satisfaction for your efforts. As more Area Regional Chapters are formed, you'll find many of the multi-state Regions being adjusted to efficiently satisfy the needs of members in more localized vicinities as we've done on the west coast in Southern California. Grow with us, the best is yet to come!

Elections

Pursuant to our by-laws, the Delorean Owners Association is to hold its election of officers annually. Each member of your present Board of Directors has committed their time and efforts for our mutual benefit for a period of one year. Many Board members have voiced their opinion that some of our monthly meetings last a year!! (What's a 5 or 6 hour meeting on a Sunday afternoon amongst friends?) A few of our Board members may be induced to run again for their present position; however, some would prefer to remain active and just move to another office or committee position. Although the various Regional Chapters throughout the United States have their individual Boards of Directors, you are still eligible to run for office on the National level. Keep in mind however,

Continued on page 29

29 DeLorean Owners (so far),
Have Discovered
Superb Service & Rational Rates
at
"Cars of Distinction"

Introducing a unique Independent Service Center,
"Cars of Distinction." It's prime purpose is to
service fine automobiles . . . **Peugeot, Mercedes, Jaguar** and

NOW DELOREAN!

The entire staff of "Cars of Distinction" appreciates fine automobiles.
This appreciation is reflected in the care with which your automobile is serviced.
To date **29 DELOREAN OWNERS** have made this discovery!

— Here's a "One Time Special" to discover us. —

Your next 7,500 mile service (manufacturer's recommendation): **Only $99**

- oil, filter & lube
- minor tune up (plugs as needed)
- lubricate doors & hinges
- adjust belts
- check: – all levels – brakes
  – cooling system – tires
  – air conditioning – lights

(Offer valid with this ad, through 1985)

Our Master Technicians make SUPERB SERVICE a standard. Our busy and efficient automotive facility allows us to maintain RATIONAL RATES. Let's get together SOON! By appointment only, please! (Easy access from West Los Angeles, San Fernando & Simi Valleys.)

Telephone (818) 704-1044
21417 Ingomar Street, Unit 7, Canoga Park, California 91304

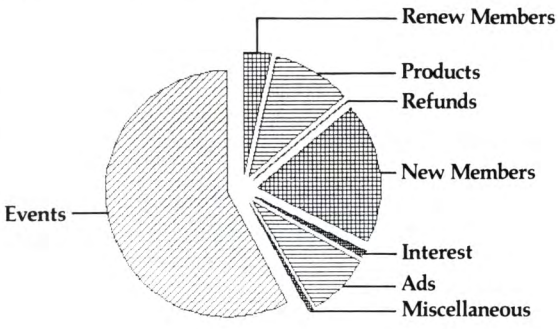
Cars of
DISTINCTION
Servicing Europe's Finest

ANNUAL TREASURER'S REPORT

BY JOAN TRUSCOTT

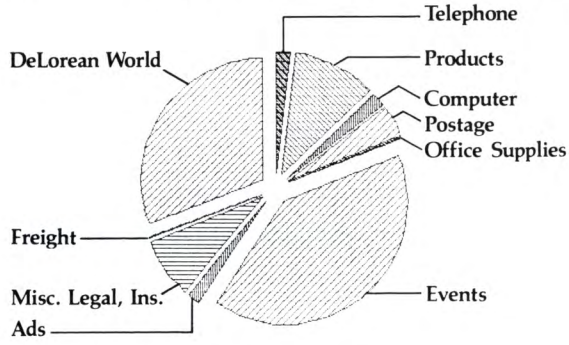
Even though this is the Annual Treasurer's Report it only covers from August through December of 1984. This reflects the growth of the association and our transition to a computer based accounting system. Many members have inquired about the funding of activities, products and the DeLorean World. As you can see from the graphs and figures, the activities are a net source of income to the association, the products are still an investment, and the majority of the membership dues are spent to publish the association's periodical.

DeLorean Owners Assoc. Aug.-Dec. 1984 Income



GROSS INCOME	43,215.90	
Events	25,034.60 =	57.92%
Miscellaneous	163.34 =	.57%
Ads	3,523.64 =	8.15%
Interest	462.08 =	1.06%
New Members	7,980.00 =	18.25%
Refunds	46.96 =	.16%
Products	4,430.31 =	10.25%
Renew Members	1,575.00 =	3.64%

DeLorean Owners Assoc. Aug.-Dec. 1984 Expenses



EXPENSES	50,383.77*	
DeLorean World	15,533.76 =	30.83%
Freight	33.26 =	.06%
Misc. Legal, & Ins.	4,009.87 =	7.95%
Ads	804.98 =	1.59%
Events	20,440.65 =	40.56%
Office Supplies	77.90 =	.21%
Postage	2,144.73 =	4.25%
Computer	892.50 =	1.77%
Products	5,499.62 =	10.91%
Telephone	946.50 =	1.87%
TOTALS	50,383.77	100.00%

*Of course we always maintained a positive bank balance.

CONCOURS D'ELEGANCE

The annual Newport GT Concours d'Elegance is scheduled for June 30, 1985. Those of you who attended the competition last year (see DeLorean World Vol. 2, No. 2) know that it is one of the premier automobile shows in the West. The concours this year will feature vintage competition cars, as well as the usual assortment of Porsche Speedsters, Morgan Roadsters, Lamborghini Countaches and DeLoreans. The competition will be held at The Newporter, 1107 Jamboree Rd. in Newport Beach, CA. (This is not a DeLorean Owners' Association activity.)

Technical Correspondence may be directed to:

Mr. Pat Parr
Technical Director
3406 Austin Ave.
Orange, CA 92669
(714) 538-9386

Mr. Al Ridilla
Electrical Problems
5200 Argus
Los Angeles, CA 90041
(213) 257-1877

Please include past repair information on particular problem ... and be specific!

Editorial Contributions should be sent to DeLorean World, c/o Daniel DePrez, 1918 E 63rd St., Long Beach, CA 90805. Submissions are subject to review and the author should retain a copy. Photographs should be black and white printed on glossy stock, unless specifically submitted as a cover photo. The DeLorean Owners Association is not responsible for unsolicited materials, which will not be returned unless accompanied by a self-addressed, stamped envelope.

Change of Address: Eight weeks' notice is required for change of address. Please send new address and old address with imprint from recent issue to: **DeLorean Owners Association, Membership Data Center, 879 Randolph Road, Santa Barbara, CA 93111.**

Subscriptions: DeLorean World is the official publication of the DeLorean Owners Association and is available only to the Association membership and DeLorean World advertisers. Membership information may be obtained by contacting Mr. Richard Shipman, 10568 Ashton Ave., Los Angeles, CA 90024, (213) 474-8194.

1000th Member Saluted at Winter Convention!

BY DAVID KNUDSON, *Activities Director*
PHOTOGRAPHY BY ROBBIE ROBINSON, *Association Photographer*

Brentwood, CA—The highlight of the first event of 1985 was the introduction of Paul and Jacqueline Darrall of Pacific Palisades, California. Paul was the 1000th DeLorean owner to join the Association and to honor this milestone, they were presented with two Association caps that had #1,000 printed on the bills. After the presentation, Membership Chairman John Truscott announced that we had gained over 100 members in January which brought us to 1,134 as of 9:00 p.m., February 23rd, the night of the Convention.

The evening began with a cocktail party then a prime rib, champagne and chocolate mousse dinner. Next came an abbreviated program kicked off by President Ed Bernstein's wit and his discussion of our dramatic growth in Regional chapters.

John Truscott followed Ed with his introduction of the 1,000th member and I followed John.

For a change, I had an interesting story to tell. It went like this . . . I had made reservations at the site of the Convention, the Hotel Bel Air Sands, almost a year ago. They had room for 120 people which I thought would handle our group easily. Well, over 150 drove to Monterey for our Asilomar event, so I knew I was in trouble.

Consequently, I sent out an almost discouraging invitation to the Convention, to members only, hoping we wouldn't have to turn anyone away. My thought was we'd set an early deadline and if we had only a few reservations, we'd send out 1,000 invitations to non-members and make up the difference.

Well, out went the first group of invitations and about ½ of them didn't contain reservation forms. A mailing house error. By deadline we had 38 people coming. But most of the board members hadn't gotten their reservations in yet either so I decided to wait another week. In the meantime, Millie Bernstein, our mailing coordinator, sent out the second invitation to non-members, thinking I'd given her the go ahead. Oh, no! I pictured myself on the phone for hours having to tell people we couldn't get them in and returning their checks. The next day the hotel called me and said they had misfigured the room capacity (their largest room) and they couldn't handle any more than 110. PANIC!

Well, to end this, 101 guests showed up without turning anyone away. And it was a very pleasant evening.

After relating my story to the audience, I introduced our Advertising Director Dick Shipman who presented Ed and Millie Bernstein with two huge framed, engraved color photos of their car and 74 other DeLoreans lined up along the Monterey coast. The photos were purchased by the Board of Directors in appreciation for the time they have devoted to guiding the Association.

While watching the Bernstein's presentation, I flashed back over the last two years to the countless times Ed's vision, humor and positive attitude had carried me, as well as so many other members of the Board, through discouragement and growing pains. And I remembered the endless times I'd called Millie to ask her to do some thankless job, always getting a sparkling, "Sure, David, when do you need it."

I remembered the time Ed and I had lunch together and he was visibly shaken. It was the only time I'd seen Ed like that. He told me he was considering resigning because several people had suggested that he was active in the group to make money from his DeLorean jewelry and manuals, etc. I knew that Ed had begun selling products to promote and add support for the vehicle and was lucky if he was making enough to pay for his ads.

Well, that was a long lunch and for some reason, he stuck it out. This organization has no idea what that loss could have meant.

Enough reflecting. Next on the agenda came Ed Reinsch, our Publicity Director and his wife Sue. It was time for one of their increasingly popular raffles and the big prize was two $40 tickets to the hit musical CATS.

Raffle prizes were donated by Swedish Auto Service, Inc., DeLorean Specialty Products & Parts, Samantha Robinson, DRP and the Association. Jack and Phyllis Balderston won the tickets to CATS, by the way.

After the program, Technical Directors Pat Parr and Al Ridilla answered technical questions on an informal basis.

NBC covered the event for their 11:00 news program which a few die-hards stayed to watch on the television in the hotel's bar.

INTRODUCING AN ADVANCED NEW LINE OF DELOREAN ACCESSORIES.

H. L. Ward is the premier manufacturer and retailer of precision DeLorean accessories. We stand behind every product that you purchase from us.

Our goal is to provide you with an ever increasing line that reflects the excellence of your automobile. So please don't hesitate to call us if you have any questions regarding our products.

(1) & (2) INTERCOOLED TURBOS—Call NASA for clearance and have some fun!

An intercooled single IHI Turbo with improved fuel enrichment, fits in the DeLorean engine compartment retaining 90% of the original OEM equipment, at 6½ to 7 lbs. boost and 200 + HP.

Note Turbo kits sold in California are for off road use only as regulated by the California Emissions Control Act. **$2875.00.** Does not include installation.

TURBO OILER—Suggested with the purchase of our Turbo. It reduces the possibility of turbo bearing failure. **$155.00.** Allow 2 weeks.

(3) TAIL LIGHT BLACK-OUTS—No holes to drill (attach with Velcro type fasteners). Install in 15 minutes. Easily removed for cleaning. Tinted only. **$170.00** a set. Stock item.

(4) FRONT AIR DAM—Designed to match OEM equipment and made of the same material. Attaches with 12 screws and adds 2½" to the bottom of your OEM air dam. Easily installed in 1 hour or less. **$160.00.** Stock item.

(5) REAR SPOILER—Attaches to rear louvers with 2 bolts and 2 screws. Installs in 1 hour or less. Comes painted flat black or unpainted black primer. (**$225.00** painted.) **$175.00** unpainted. Stock item.

(6) HEADLIGHT COVERS WITH DMC LOGO—No holes to drill. Installed in 30 minutes. Easily removed for cleaning. Available in clear, light tinted and dark tinted. **$68.00** a set. Stock item.

DOUBLE WIPER BLADES (pictured right)—Eliminate wiper skip. Blades include a washer spray nozzle on each set of two. **$54.00.** Stock item.

WHEEL SPACERS—They set the front track out 1" wider (½" each side) to improve stability and handling. **$55.00.** Stock item.

All orders shipped UPS, cost plus freight.
California residents add 6½% sales tax.

MasterCard VISA

DMC ONLY

DELOREAN OWNERS ASSOCIATION MEMBER

To order call or write:
H.L. Ward Machine Products Inc.
26555½ Golden Valley Rd., Saugus, CA 91350
805-251-4890
Special prices are good 90 days from date of this publication.

P.J. GRADY INC.

DELOREAN SALES, PARTS, SERVICE

An original authorized dealer we now specialize in DeLoreans exclusively.

The number one DMC service center in New York serving almost one half the registered owners in the metro tristate area (N.Y., N.J., C.T.).

Complete service available on all body and mechanical systems of your DeLorean.

Technical assistance gladly provided on maintenance, repair, updates, and improvements or we'll do it for you.

Largest most comprehensive inventory of original, quality aftermarket, and special made parts and accessories in the northeast.

Most items in stock shipped same day (please call by 12 noon e.s.t.). Free shipping on prepaid orders. Overnight delivery available coast to coast.

Quality, guaranteed parts and service at competitive prices.

SERVICES AVAILABLE

(Partial)

Body Detailing / Cleaning

Preventive Maintenance

Bulletin / Recall Updates

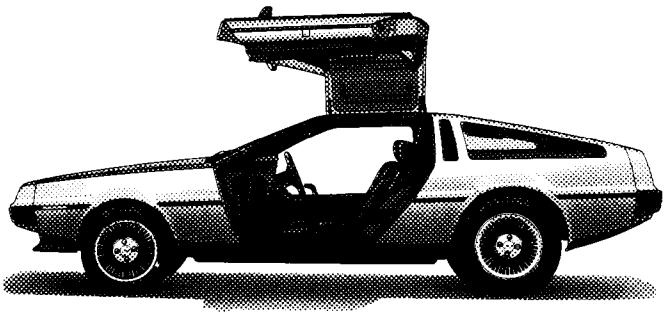
Performance / Durability Improvements

Major Repairs / Overhauls (including engine, transmission and clutch)

Complete Collision Repair (including stainless and fiberglass)

Flatbed Towing, Pickup and Delivery

Glass Etching, Refinishing, Clifford Alarms, and More



PARTS IN STOCK

(Partial)

All original tuneup parts up to half off list price

Engine, brake, transmission, steering, suspension, and fuel injection components

Electric motors, switches, relays, bulbs, lens

Hoses, belts, and weather strips, fittings, fasteners, etc.

Power window and door lock parts

Body sheetmetal and glass

All original and many new accessories

Can't find certain parts?

Call us, We can usually get it if not in stock.

Check these items.

Front Fiberglass Body Sections in stock or made to order
Speedometer Adapters, Cables, Seal Kits, and Hardware
Auto Trans Filter and Gaskets
CV Shaft Boot Kit (including boot, grease, clamps)
Power Antenna Replacement
Coolant Reservoir Tanks (original or aluminum)
Craig Tape Door (digital station display)
Trailing Arm Hardware, improved fasteners

Please call or write for further information.

P.J. GRADY INC.

110 MONTAUK HWY., WEST SAYVILLE, NEW YORK 11796

[516] 589-6224

John and Joan Truscott

BY CONTRIBUTING EDITOR

Joan and John Truscott.

How many of you across the country own two DeLoreans? There are a few, but not many. Well, meet John and Joan Truscott. They not only have two but both cars are spotless. Of course they have a number of less exotic vehicles too, in case one of their stainless steel beauties needs to visit the doctor. John and Joan are fascinating people who seem to make the very most of their lives together in the beautiful coastal town of Santa Barbara, California. John is Membership Director for the Association and Joan is Treasurer. Two of the toughest jobs on the Board. Our interview took place after the Winter Convention at the Hotel Bel Air Sands. It went like this:

DW—John, what do you do for a living?

John—I'm an Electrician for the University of California ... all the buildings. We deal with 4,800 volts and stepping it down to useful voltage.

DW—What kind of schooling did that require, John?

John—Well, how far back do you want to go? I went into the Navy in '43 and came out in '46 as a Chief Electrician. Then I spent 12 years with the Department of Water and Power in L.A.

DW—Where did you meet Joan?

John—Oh, I met her in Santa Barbara when she was a sweet young thing. It was the second marriage for me and the first for her.

DW—How long have you been married?

John—We were married in 1972.

Joan—1971!

DW—Do you have any children?

John—None by this marriage. But I have three and they're all grown and married ... Joan's a grandmother six times over.

DW—So what took you to Santa Barbara?

John—The job offer at the University, really, and of course the city itself.

DW—Have you been a car enthusiast for many years, John?

John—Not at all. Before I bought the DeLorean, my idea of a car was a Lincoln or a Cadillac. Then I saw the ads and bugged Joan to go down and take a look at the car in Los Angeles. One ride with the salesman was all it took to convince me I had to have one. That was in the morning. That afternoon, they drove it to my doorstep in Santa Barbara and it was ours.

DW—Joan, I know you're very active in Santa Barbara politics.

Joan—Yes. I'm Executive director of the Old Towne Merchants Association. Much of the work entails lobbying for Old Towne interests at City Hall. We need to make sure that we continue to get funds from the city to keep revitalizing this historical area.

DW—Obviously, as Treasurer for our Association, you've had accounting experience.

Joan—Oh yes. We were in the apartment rental business for about six years. We had about 60 units in Santa Barbara. Then we went to New Hampshire and bought some apartment buildings there. But we just couldn't take the weather.

DW—What year was that?

Joan—'79-'81. I quit my job at a research and development company in Santa Barbara and John quit his at the University.

John—We sold our property here and bought 260 units in 3 complexes in New Hampshire. Of course the price of land back there is much less than here. After a year and a half, we were burned out. We sold everything. All three complexes, about ten acres and came back here.

DW—John, do you have a real estate license?

John—Oh, heck no. We're just investors. How do you think we can afford two DeLoreans? Real estate has been good to us. And we just started small. You know, full time jobs ... working nights and weekends. Just a mom and pop operation.

DW—John, when you had 260 rental units were you the guy who ran around fixing all those light bulbs and toilets?

John—Good grief no. We had seven full time employees then. But it paid to know how everything worked.

DW—Now, let's shift gears. You have a new baby. And you bought her in Texas.

Joan—Yes. We flew to Dallas in January and picked up a rather sorry DeLorean. Russell Zepeda, the Director of our Dallas regional chapter saw it advertised in the Dallas paper and called us. He knew we were looking for one. John made the deal over the telephone with the man who had it for sale.

DW—I understand it needed a little work?

John—Yes it did. Mostly cosmetic. It was the pits. Something had fallen on the front facia and it was sagging like melted butter. I had that fixed. I reset a window. And generally just a lot of clean-up.

DW—Well it is immaculate now. You'd never know JR used it as a feed bin for his cattle.

John—I'm learning a lot about DeLoreans and I'm thinking about putting together a program at our next seminar on how to tension the doors for example. It's a great car and remarkably easy to work on ... remarkably.

With that, Stu McKean started pounding out an oldy but goody on the hotel's piano and John's voice got lost among the notes. Hopefully you have enough here to give you an insight into two of our most prominent board members ... remarkable.

DeLorean Owner's Pride is "Stainless" Part II

By Stew McKean

In this second installment of my series, let's take a close look at some of the major, more obvious components that make up our DeLoreans, along with some brief historical facts and information about the manufacturers of these components..

"Analog Instrumentation"

The instruments selected for the DeLorean were designed to provide information, not to be ornaments, or electronic gadgets, as is the case in so many new cars today. The analog meters from "AC Spark Plug Division" instantly indicate to the driver the road speed, engine rpms, electrical voltage, engine coolant temperature, oil pressure and fuel level. The angular indication of a rotating needle against a stationary arc has long been preferred by race drivers. The analog readout is far more useful to the driver than a digital readout that delays comprehension and reaction time. A backup system used in the aerospace industry is also incorporated in the DeLorean instrument panel as a safety precaution. Indicator lights warn you if any essential systems are malfunctioning. AC is the company started by Albert Champion. He founded the company in 1908 in Flint Michigan making spark plugs. They have since expanded their product line to include air cleaners, fuel pumps, filters, and instrument panels. AC is the original supplier of spark plugs for the DeLorean.

"Steering Mechanism"

The steering wheel was designed for the DeLorean by "TRW Clifford" of Birmingham, Alabama. In the past 60 years, they have produced more than 60 million steering wheels. The three spoke wheel allows a clear view of the instruments. It causes no reflection in the windshield and provides a comfortable grip for precise control of the rack and pinion steering. The steering column for the DeLorean was developed by the "Saginaw Steering Gear Division" in Hendon, England. It incorporates tilt and telescopic adjustment and is designed to absorb energy. Saginaw Steering Gear was founded in 1906. Today it employs nearly 11,000 workers and is the world's largest producer of steering columns. During the last three decades, they have produced over 100 million steering columns.

"High-Performance Tires"

The distinctive tread pattern and dual sized front and rear tires of the DeLorean were developed by the "Goodyear Tire and Rubber Company." The NCT (Neutral Contour Tire) is a high-performance tire patterned after the "Formula One." Unlike conventional radial tires, the NCT tire is molded in the shape it will assume when mounted and inflated. Cornering and braking forces are distributed much more equally and make driving at high speeds more controlled and safer. The Goodyear Tire and Rubber Company was founded in 1898. It was named after Charles Goodyear who discovered the secret of vulcanization in 1839. Today they are the largest manufacturer of rubber in the world and are involved in many industrial, scientific, and aerospace programs.

"Powertrain"

The powerful force behind our DeLoreans is provided by an overhead camshaft, aluminum V-6 engine made by the "Societe Franco-Suedoise de Moteurs" at Douvrin in the north of France. This 2.85 liter powerplant develops up to 130 horsepower and 153 ft. lbs. of torque. This enables our DeLoreans to accelerate from zero to sixty M.P.H. in less than 10 seconds. It also gives us an impressive mileage rating of 19 m.p.g. and an estimated 29 m.p.g. on highways. In 1971 Peugeot, Renault and Volvo established the firm of "Societe Franco-Suedoise de Moteurs —P.R.V." specifically to develop the V-6 engine for their top of the line model cars. The engine won high acclaim in the LeMans 24 hour cross country African rallies. Every DeLorean engine has been bench tested for 10 minutes prior to shipment.

"Electronic Fuel Injection"

Believe it or not, our DeLoreans are equipped with a "K-Jetronic fuel injection system developed by Robert Bosch GMGH." This is a faultless system that adjusts the air/fuel ratio automatically and provides excellent performance. "Robert Bosch" was founded in 1886 originally to supply spark plugs and magnetos to the automotive industry. Since that time it has become the supplier of the most advanced electronic fuel injection systems in the world.

Footnote: The series I am writing has a definite positive posture. I'm not saying that DeLoreans don't have their share of problems. What I am saying is that we have an exceptionally fine automobile. I feel an obligation to write this series of articles because my wife Ginnie, and I have driven our DeLorean daily since February 28th, 1982, to work and back and to all social events without a single major problem. We have put close to 50,000 miles on our DeLorean without any major repairs. Regular maintenance and personal checkups will assure you of similar positive results.

Now I know how fantastic my wife Ginnie looks, even without a car, but when she comes home from work with a glow on her face, and tells me about all the men that have been checking her out driving the DeLorean, it just reinforces in my mind, how great it is to have a beautiful lady along with a beautiful automobile.

Oh, by the way, I still have more great things to tell you about our car in my next installment of this series.

Again I say without reservation, "Our car is stainless, so is our pride."□

Area Regional Chapter 1 Report

DeLorean Owners of Michigan Meet for the First Time

By Richard Rutkowski

On Sunday, February 17th, the newly formed DeLorean Owners Club of Michigan (D.O.A.M.) held a get-together at the Holiday Inn in Livonia. Sixteen members were on hand to give their input on the joys and sorrows of owning a DeLorean.

The affair began with a leisurely champagne brunch and a get-acquainted session. The food was excellent and everyone seemed to enjoy it. At approximately 2:00 the group assembled for an informal meeting in the Plantation Room. The primary objective was to determine how the organization could alleviate some of the 'sorrows' and add to the 'joys' of DeLorean ownership.

Germaine opened the meeting by speaking about some of the necessary business matters that must be dealt with. The D.O.A.M. will be incorporated as a non-profit organization under the laws of the State of Michigan. Articles of Incorporation and by-laws will be patterned after the California-based De Lorean Owners Association with whom we are affiliated. Across-the-board dues

Clockwise starting at bottom of photo: Andy Kowal, Max Gottfried, Gene Gamet, George and Carol Burns, Lynn Rogers, Bob Amano, Germaine Rutkowski, Laurie Martin, Paul Martin.

Clockwise from left: Max Gottfried, Larry Witte, Joseph Acosta, Ted Berch, Gene and Sue Gamet, George and Carol Burns, Bob Amano, Germaine Rutkowski, Laurie Martin.

will not be required for the time being and hopefully never. The plan is to incorporate expenses into the events sponsored. Rich Rutkowski and Bob Amano made loans to the club initially to cover start-up costs which will eventually be repaid. A bank account will be opened in the club's name as soon as funds become available. For the most part, business matters will be handled by the Board of Directors who are, as of the 17th:

Robert Amano
George Burns
Peter Costa
Gene Gamet
Richard Rutkowski
Germaine Rutkowski

Rich and Bob then spoke to the group about the beginnings of the D.O.A.M. and opened the floor to a discussion of what the members hope to accomplish and what benefits are expected from membership.

From the discussion that followed, it appears that there is a definite need for a support system such as the D.O.A.M. offers. We own a unique type of car with its own set of problems, and as a group, our members have experienced every one of them and then some. Fortunately, we are therefore experienced at solving most of them.

Among us are those who have done everything from body work to turbocharging and general maintenance and/or repairs. Now we even may have access to a parts warehouse. Max Gottfried, a member from Toledo, Ohio addressed the group. His friend, Marvin Katz is the owner of the DeLorean Parts Depot in Columbus, Ohio. He has purchased all of the DeLorean parts from all over the world, including the coveralls used by the assembly workers in the Ireland plant. He sells directly to dealers. It was suggested that a tour of this "DeLorean owners' heaven" would be a great idea for our next event. Members also wanted to know if we could buy parts directly. Max agreed to speak to Marvin Katz about these possiblities.

It was generally agreed that three or four events or get-togethers a year would be fun. Many suggestions were offered, from sponsoring a car show to rallying to the Michigan International Speedway or the Indy 500.

At the conclusion of the meeting, one thing was unanimously agreed upon: the D.O.A.M. is a valuable resource for all DeLorean owners which will enable us to keep our cars in good shape, increase their value, and have fun doing it. What more could anyone want from a highly specialized organization such as this??? We look forward to meeting more of our members soon.

We *will* be having a rally to Columbus, Ohio for a tour of the DeLorean Parts Depot. Mr. Max Gottfried has arranged with Mr. Marvin Katz to be our host. Mr. Katz is also willing to sell directly to our members at a discount. Details about this will be provided later.

The rally is tentatively scheduled for Saturday, May 4th. The plan is to drive to Columbus, tour the facility and schedule a lunch or dinner at some point in between. We will most likely have TV and/or radio news coverage for this event.

Members who are interested in participating should call Rich (313) 534-5247 or Bob (313) 594-1795 so that a central rally point can be decided upon.

We will notify you as soon as possible when all of the final arrangements have been made. This promises to be an interesting and fun trip. Hopefully all of our members can participate. □

New Area Regional Chapters

CHAPTER 6

Florida Coordinator: Steve Wolf, 6720 S.W. 104th Street, Miami, Florida 33156 Day Phone (305) 258-0631 Night Phone (305) 665-9131

CHAPTER 7

Northern Illinois & Southern Wisconsin Coordinator: Donald R. Legner, 1908 Church Street, McHenry, Illinois 60050 Day Phone (312) 773-7033 Night Phone (815) 385-2626

CHAPTER 8

Washington, Idaho, & Oregon Coordinator: Joseph I. Rainier, P.O. Box 924, Silverdale, Washington 98383, Day Phone (206) 692-2694 Night Phone (206) 692-4520 □

Board Of Directors Meeting

BY JANET SHIPMAN, *Secretary*

Any member interested in attending our Board of Directors Meeting, held generally on the first Sunday of every month, is cordially invited to attend. Your input and suggestions are always welcome. Contact Janet Shipman at (213) 474-8194 □

Continued on page 15

When You Need A Part For Your DeLorean, Do You Know How To Identify It And Its Number • When You Or Your Mechanic Need To Repair Your DeLorean, Are You Sure Of The Procedure • Do You Know Which Parts Have Been Recalled Or Discontinued • Have All The Safety Campaigns Been Completed On Your DeLorean • How Much Was That Part Supposed To Cost •

XEROX COPIES OF DE LOREAN PUBLICATIONS AVAILABLE
ALL BOOKS ARE COMB BOUND WITH LEATHER GRAINED FINISH ON COVERS

■ *Includes '81, '82 & '83*

1. PARTS CATALOG $42.50
   Features expanded illustrations and part numbers for the entire automobile.
2. TECHNICAL OWNERS GUIDE $34.50
   Shows disassembly, repair and re-assembly procedures for almost all DeLorean components; includes testing procedures and diagnosis.
3. TECHNICAL INFORMATION MANUAL $28.50
   Prepared by DeLorean Motor Company to assist in understanding the design and general operation of the DeLorean.
4. PRELIMINARY SUGGESTED WARRANTY REPAIR TIMES $28.50
   Manual showing component codes and time for labor operations on the DeLorean. (Collectors item not up-to-date.)
5. SERVICE BULLETINS $28.50

   a. SERVICE ORGANIZATION — (SO) — Contains general administrative items as they apply to service.

   b. SERVICE TECHNICAL — (ST) — Contains items of technical nature.

   c. SERVICE WARRANTY — (SW) — Contains warranty and service transaction matters – including safety campaigns and body leaks.

   d. PARTS BULLETINS – (PB) — Contains parts and accessory updates.
6. DMC PARTS AND ACCESSORIES PRICING GUIDE $18.50
   Contains suggested retail and dealer net prices. (Collectors item, not up-to-date.)

■ *New*

7. DELOREAN WORKSHOP MANUAL $47.50
   Over 450 pages . . . supplements and expands upon book #2 above. Instructions are easy to read and illustrations are extremely concise.

ADD $2.50 SHIPPING CHARGES FOR EACH BOOK ORDERED. CALIFORNIA RESIDENTS ADD 6.5% SALES TAX.

SET OF ALL 7 CATALOGS	$190.00
SHIPPING AND HANDLING	9.00
CALIFORNIA RESIDENTS ADD $12.35 SALES TAX	

MEMBER

ORDER FROM: ED BERNSTEIN
9251 VANALDEN AVENUE
NORTHRIDGE, CALIFORNIA 91324
(818) 993-7963

DMC

Remembering the Dream

Reprinted with permission of Road & Track Magazine

This is one of those what-could-have been stories. I was ensconced in a chair facing my IBM PC's VDT (my trusty Smith-Corona portable has finally yielded to the efficiencies of electronic word processing), contemplating miscellaneous and sundry automobilia for this month's column, when R&T's Editorial Assistant rushed in with, "Did you hear about DeLorean? Not guilty!"

"No," I said, "I hadn't." And then my thoughts drifted back to a day in 1983, January 13th to be exact, when I became the first and only journalist to drive and test a twin-turbo DeLorean.

But I'm getting ahead of myself. The turbocharging craze that is so intimately tied to the resurgence of performance in this country was in its infancy in the mid-Seventies. What started with the Porsche 930 Turbo soon spread to all manner of production cars—Saabs, Buicks, Ford Mustangs—and then rapidly into the aftermarket. Numerous turbo bolt-on companies sprang up overnight. Some, unfortunately, vanished almost before the ink on their business cards had dried, victims of overenthusiasm and under-engineering. They left behind a smoke screen of blown head gaskets, exhaust leaks and grenaded engines, a long list of irate customers and a serious credibility gap for those few legitimate turbo companies that remained.

Maybe I'm a born skeptic. Or perhaps I'd driven so many aftermarket bolt-on turbos that felt like disasters waiting to happen, that when I traveled to Stewart Airport in upstate New York to drive a Windblown Systems Porsche 924 turbo, I was more than cautiously guarded. I listened as Windblown's President Fred Dellis stressed a systems approach of total design, engineering, manufacturing and testing down to the smallest detail as opposed to the usual cheap and dirty bolt-it-on-and-go (assuming it fits) approach. But I quickly became a believer in this philosophy as the Windblown 924 certainly had the mark of quality and professionalism on it. I also became enamored of a Windblown breakthrough called bias boost control, slow bleedoff of positive pressure as engine revs increase to allow extra punch at low rpm when the engine is less susceptible to detonation.

When all the measurements were taken and all the subjective impressions gathered, I concluded that the Windblown System "transforms the Porsche into what I believe is the most flexible and driveable and nicest-running turbocharged car—production or aftermarket—I have driven" (R&T, April 1979).

The success of Windblown's 924 led in 1980 to a deal with Fiat Motors of North America to turbocharge the 124 Spider. This was a real coup for Dellis. Instead of using its own people, facilities and Italian expertise, Fiat had turned to an American aftermarket manufacturer. A big step for Fiat; a giant step for Windblown. Almost overnight Fred Dellis had to become an original equipment manufacturer. This was no longer an after-hours hobby. This was serious business. Dellis sold his successful Porsche-Audi/Fiat dealership, created Legend Industries and charged full-speed ahead.

A building had to be built. Designers and engineers hired. Facilities to duplicate EPA testing had to be arranged. Detail after complex detail had to be handled.

And, it all happened. All the more amazing when you consider the logistical problems of dealing with foreign management, especially some in high places who had little interest in the U.S. market and even less interest in seeing the work being done by an upstart American company. Planning and people (with emphasis on the people) are what made it happen according to Dellis. Fiat wanted Turbo Spiders on the road in six months. "No way," Dellis countered. Yes, it could be done if corners were cut: building systems from soft tooling, shortening durability testing, compromising quality. To its credit Fiat management listened, and the resultant product turned out to be a professional effort of which Fiat, Pininfarina and Legend could all be proud.

Meanwhile, the DeLorean had been introduced. Finally. A 5-year gestation period, a redesign by Lotus, but at the end of 1981 you could buy a DeLorean. This was a euphoric time for John Z. Sure, a few detractors criticized the quality of his car. Some complained of lack of power and others, horror of horrors, objected to the cookie-cutter look-alike stainless steel skin. All three problems were being addressed within the DeLorean Motor Co, some with more vigor than others.

A turbocharger would add power to the aluminum V-6 DeLorean purchased from Renault. And John Z. with a continued flair for the dramatic, decided only twin turbos would do. No one had done that to a production automobile before. It would be another DeLorean first. Contracts were written and signed between DeLorean and Legend.

This was an important step for Legend. The Fiat deal had meant credibility and respectability. The DeLorean project added something more tangible: the difference between profitability and real success. The initial order was for 5000 twin turbos, a considerable jump up from the 1000 Turbo Spiders Fiat had committed to for 1981.

If you've examined a DeLorean engine compartment, you have some appreciation of the engineering feat required to stuff two turbos, two intercoolers and all their attendant plumbing and electrics under the rear deck. But that turned out to be the least of the problems. "We ran the Fiat turbo on a 300-hour durability cycle first time out and nothing broke," Dellis said. "We've never seen an engine- or turbo-related failure in the field either. It's just a damn strong engine. With the DeLorean we didn't run six minutes before something broke."

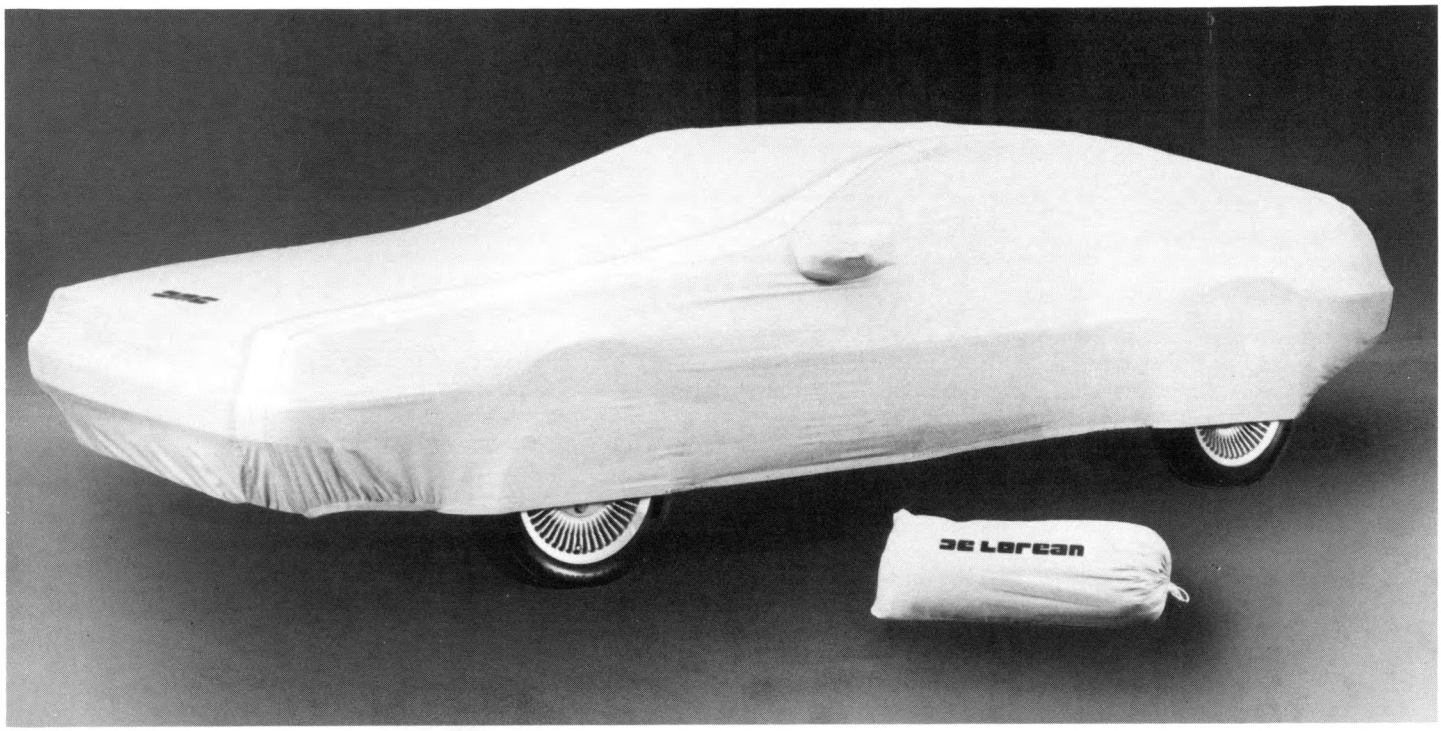
That something eventually became many things and before Legend achieved the required durability at the horsepower and torque levels DeLorean wanted, practically every piece in the engine, except the bottom end and the camshafts, had to be redesigned, a costly and time-consuming process. But the job got done and a prototype of the turbo engine made its debut at the NADA show in Los Angeles in February 1981.

The DeLorean's introduction coincided with poor economic conditions in the U.S.: high unemployment, high inflation and still higher interest rates. As a result of these and other problems, DeLorean sales never came close to approaching the 30,000 per year that John Z. had predicted. Then rumors of DeLorean's financial problems began circulating and ... well, you know the rest.

Meanwhile, behind the scenes, Legend Industries was working on a less

Continued on page 18

DeLorean Accessories



DRP CUSTOM PLUSH FLOOR MATS

Manufactured from 100% heatset black nylon with a jute latex backing, the DRP CUSTOM PLUSH FLOOR MATS are tastefully monogrammed in white with the DMC logo. Trimmed with heavy duty, color coordinated vinyl binding, these contour designed mats provide a special "finishing touch" to the DeLorean interior that is as practical as it is stylish.

$69.50 per pair + 7.00 shipping and handling
California residents add 6.5% sales tax

DRP CUSTOM CAR COVER

Completely washable, water repellant and mildew resistant, the DRP CUSTOM CAR COVER uses a wide elastic binding all around to insure a really snug fit. Made from a durable blend of polyester (65%) and cotton (35%) its reflective light tan coloring helps to lessen the chances of fading from prolonged exposure to sunlight and tends to resist heat buildup in the car. A tote bag with DeLorean identification is included.

$119.50 + 4.50 shipping and handling
California residents add 6.5% sales tax

DRP CUSTOM CAR COVER LOCKING DEVICE

A theft-deterrent made of plastic-covered cable which is attached underneath the car, through reinforced plastic grommets, to both sides of the car cover, and locked with a small padlock.

$10.00 (Available with DRP CUSTOM CAR COVER only, no charge for shipping)
California residents add 6.5% sales tax

MONEY BACK GUARANTEE:

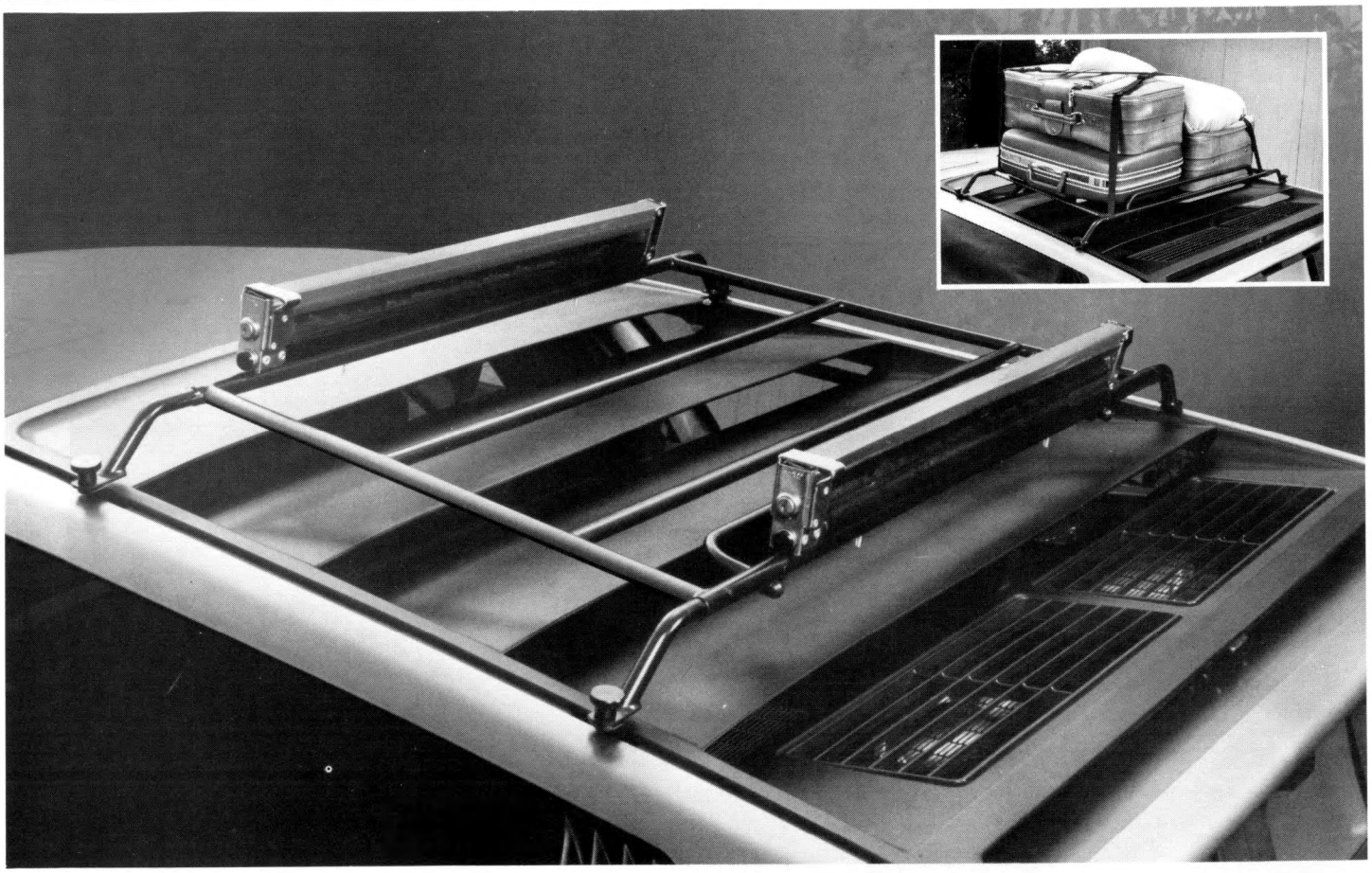
DEREP PRODUCTS will return to you the entire purchase price, including shipping, of any product you purchase from us within 30 days of receipt of you are not completely satisfied with its performance.

DRP™
DEREP PRODUCTS

9251 Vanalden Avenue, Northridge, CA 91324
(818) 993-7963 (collect)

Merchandise offered subject to availability of stock on hand. Prices subject to change.

DeLorean Accessories



DRP CUSTOM LUGGAGE RACK AND SKI ADAPTER

Fashioned from rugged, tubular steel, the DRP CUSTOM LUGGAGE RACK is smartly finished in easy-care black enamel. A simple quick fastening device allows easy attachment or removal, and its unique, telescopic design provides for convenient storage in the front luggage compartment when not in use. All necessary hardware and luggage straps are included.

In a matter of minutes, the DRP CUSTOM SKI ADAPTER can be easily installed directly onto the DRP CUSTOM LUGGAGE RACK to safely carry two pairs of skis and poles without interfering with door operation. Flexible, rubber padding assures maximum equipment protection, and both racks can be locked for extra security.

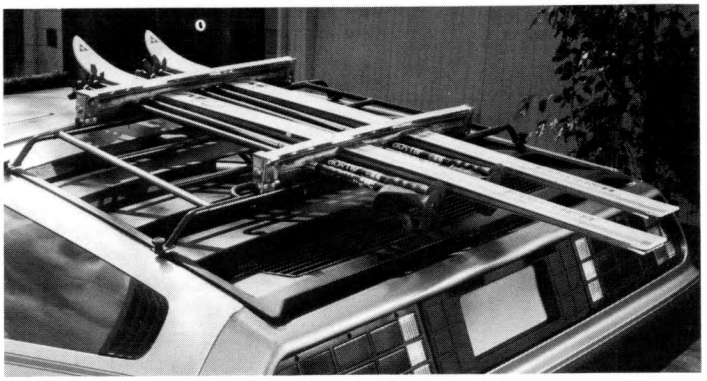
Don't lose a DRP CUSTOM LUGGAGE RACK to a thief who can get it off your DeLorean in less than 15 seconds! Protect it with DRP CUSTOM LUGGAGE RACK LOCKS. These outstanding security locks come in a set of 4, all keyed alike.

DRP CUSTOM LUGGAGE RACK—$159.50 + 11.50 shipping and handling charge

DRP CUSTOM LOCKABLE SKI ADAPTER—$112.50 + 5.50 shipping and handling charge

COMBINATION DRP CUSTOM LUGGAGE RACK WITH LOCKABLE SKI ADAPTER— $262.50 + 15.00 shipping and handling

DRP CUSTOM LUGGAGE RACK LOCKS (Set of 4 — keyed alike) — **$33.00** + 3.50 shipping and handling
California residents add 6.5% sales tax



MONEY BACK GUARANTEE:

DEREP PRODUCTS will return to you the entire purchase price, including shipping, of any product you purchase from us within 30 days of receipt of you are not completely satisfied with its performance.

DEREP PRODUCTS

9251 Vanalden Avenue, Northridge, CA 91324
(818) 993-7963 (collect)

Merchandise offered subject to availability of stock on hand. Prices subject to change.

complex and less expensive alternative to the twin-turbo arrangement, a single-turbo system it could get into production quickly in an attempt to reverse DeLorean's sagging fortunes.

John Zachary DeLorean is an engaging personality and a persuasive talker. That he'd gotten as far with his DeLorean project as he had is testament to that. But as financial crisis piled on top of financial crisis, his creditors came aknocking. Initially, most, if not all went away from their conversations with John Z. with renewed faith, convinced that the economic recovery and DeLorean's new financing were only a few days away. But days became weeks, weeks became months and then the domino effect began. The less financially sound companies that depended upon DeLorean for their existence started going under. This in turn caused problems for larger companies that depended upon these smaller suppliers, as well as DeLorean, for their survival.

This, naturally, led to crises in the banking community. Lines of credit dried up or were shut off, further exacerbating an already critical situation.

Law suits were followed by counter suits.

And on and on ...

In business, as in most things, timing is everything. For Legend Industries, facing the loss of millions if DeLorean went under, timing was more than everything. Timing was survival. Fred Dellis realized that if DeLorean didn't make it, his company wouldn't either, so his people labored to rush the single-turbo DeLorean into production, hoping that an injection of performance would reverse DeLorean's plummeting sales curve. Sadly, the infamous DeLorean drug bust abruptly ended all those hopes.

Several months earlier, following the successful launching of the Turbo Spider, which I had attended, I'd been invited by Dellis to tour Legend's Suffolk County, Long Island facilities "the next time you're in the area." I didn't take him up on the invitation until a few months later when some road testing took me to New York. I called Dellis and arranged an appointment.

As I turned left into the driveway and into the parking lot, I passed the first space, slightly wider than the others and separated from those next to it by a narrow curb. It was empty, and as I drove past, I noticed the letters FD painted on the ground in front of the space. Pretty classy accommodations for the fire department, I remember thinking. I found another empty spot three spaces farther down and pulled in; this one was neatly labeled "guest." Guest; not visitor, but guest.

The receptionist announced my arrival and moments later Fred Dellis, impeccably dressed in a gray 3-piece business suit, appeared. "Hi, John, glad you could come. Let me finish a phone call and then I'll show you around." I followed Dellis to his office. An expansive desk trimmed in tan leather dominated the office. The working surface was smoked black glass. The kind that shows every smudge and fingerprint. It was clean enough to eat off. The office chairs and couch were by Pace. Their tan leather coverings matched the desk. Class, real class.

The phone call completed, we started our tour. The computer room, the design and engineering offices. Throughout these areas the baseboard moldings were missing. Dellis caught me looking and answered before I could ask. "Contractors," Fred muttered, "still haven't got the wood I ordered. And if I hadn't babysat this building from the time they turned the first shovel of dirt, they'd have cut corners everywhere. I paid to have them tear up and repour yards of concrete that weren't to design spec. Critical things like the dyno rooms and the hot-soak area. Can you believe it? I had to pay them to redo a job they hadn't done right the first time."

Dellis opened a soundproof door and we entered the workshop and garage areas. We visited a well stocked machine shop and dyno rooms still under construction. In one small room two men were shaping Styrofoam. I recognized the shapes: intake and exhaust manifolds, crossover pipes, turbo housings. A couple of Fiat 2.0-liter twincams in various stages of disassembly were mounted on engine stands. In another corner was a fiberglass buck of an engine compartment. Not a Fiat Spider. No, this was a rear-engine car, a DeLorean. And the twin-turbo setup, complete with intercoolers, was unmistakable even in Styrofoam.

As DeLorean's purported financial manipulations and drug dealings moved from making headlines to barely making news, I, too, turned my attention to other pressing automotive matters. Until that dismal January day when I was relaxing at my inlaws' Mineola, New York home and the phone rang. It was Fred Dellis. "I heard you were in the area," he said. "Are you interested in testing a twin-turbo DeLorean?" An hour later I was driving into Legend's parking lot. Only one other car was in the lot, ironically a DeLorean, its stainless steel body looking especially dull on this chilly, overcast winter day.

The building, all 25,000 sq ft of it, looked strangely silent and abandoned. The smoked-glass doors were locked. The reception area was dark and empty. So I knocked. A few moments later Dellis appeared with a key. He was dressed neatly in jeans and shirt and a pullover sweater. As I followed him to his office the empty silence that permeated the building filled me with a stark realization of the fate that had befallen Legend Industries. Dellis' office looked much the same. But under the desk I noticed a plastic spray bottle of Windex glass cleaner and a neatly folded rag, mute reminders that companies going through a Chapter 11 reorganization don't enjoy the luxury of a cleaning service.

Dellis said, "Even if you never write one word about what we do today, I thought someone outside the project should have an opportunity to see what we accomplished ... before it all goes away. Come on. The twin-turbo's in back."

I followed Dellis to the garage area where his cousin Harry was filling the DeLorean's fuel tank with unleaded. The garage was dimly lit and now mostly bare but off to one corner I recognized a Renault Alpine A310. I walked over. The engine compartment was stuffed full of twin-turbo V-6. The Alpine had served as an early mule for the twin-turbo project. Off to one side were two DeLoreans and as I drew close, I became aware of various modifications. "We used them for developing the single-turbo version," Dellis commented.

The fueling completed, we were off to test the twin-turbo. My first run was a tire-boiling eruption of such explosive power that I was taken completely by surprise. Could this really be a DeLorean? The printer tape spit out the answers: a 0-60 mph time of 6.7

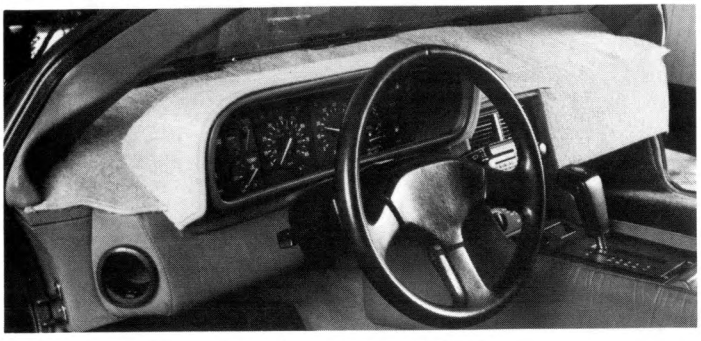
Continued on page 29

DeLorean Accessories

DRP CUSTOM PROTECTIVE MASK/BRA

Designed and manufactured for a perfect fit on your DeLorean. Served up with a lot more than great styling, this top-grade leather-grained vinyl DeLorean accessory features aerodynamic tailoring to minimize flapping even at high speeds. Soft, non-woven white flannel backing provides extra protection from scratches on painted surfaces and additional protection to your front facia from flying road gravel and stones. Stitch by stitch, the finest fade resistant thread is used, giving each MASK/BRA the signature of quality that is standard at DEREP PRODUCTS.

$99.50 + 7.50 shipping and handling
California residents add 6.5% sales tax



DRP CUSTOM DASH PROTECTOR

Snug fitting to protect those exposed areas from direct sunlight, this original equipment quality polyester DASH PROTECTOR will not fade, stain or unravel. The 1/8" thick material provides total sun block protection from the ultraviolet rays of the sun. A 1/4" wide edging is machine sewed around the DRP DASH PROTECTOR for strength and styling.

That "tacky looking towel" is a thing of the past with this custom fitted, smartly styled DeLorean accessory for those areas of the country exposed to extreme weather conditions while remaining functional in any climate.

Available only in "Midnight Black" and "Pewter Grey." Please state your preference.

$39.50 + 4.00 shipping and handling
California residents add 6.5% sales tax

DRP CUSTOM PLUSH TRUNK AND REAR SHELF MATS

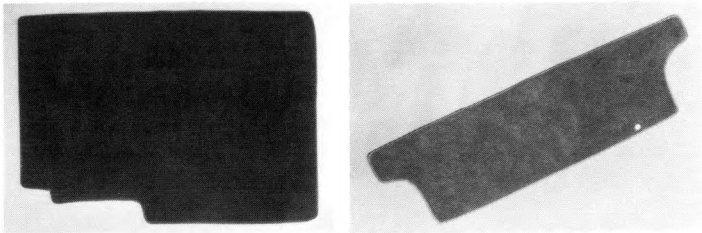
Luxury abounds in these fine DRP PLUSH MATS. Made of 100% heatset nylon and set in double-jute with latex backing, these mats live-up to the signature of quality you expect from all DEREP PRODUCTS.

Fade resistant colors of "Midnight Black" and "Pewter Grey" highlight this series of extra thick pile mats. Superior to the original equipment quality which came with your DeLorean, our money-back guarantee insures your satisfaction.

Let DRP PLUSH MATS add elegance and comfort to your driving experience.

DRP PLUSH TRUNK MAT—$89.50 + 6.50 shipping and handling

DRP PLUSH SHELF MAT—$57.50 + 4.50 shipping and handling
California residents add 6.5% sales tax



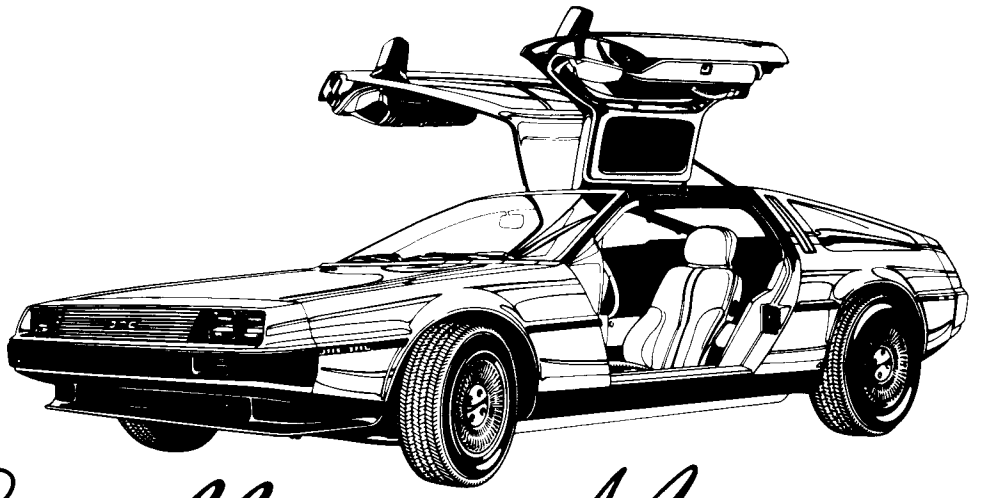
MONEY BACK GUARANTEE:

DEREP PRODUCTS will return to you the entire purchase price, including shipping, of any product you purchase from us within 30 days of receipt of you are not completely satisfied with its performance.

DEREP PRODUCTS

9251 Vanalden Avenue, Northridge, CA 91324
(818) 993-7963 (collect)

Merchandise offered subject to availability of stock on hand. Prices subject to change.



Excellence Maintained.

Let Us Service Your DeLorean

We Stock a Large Inventory of DeLorean Parts

Take the #5, #134 or #210 Freeway to Glendale.

In Glendale, Brand runs North & South,
Los Feliz runs East and West.
We are on the corner.

All Cars Are Secured Inside at Night

Allen Gwynn

Chevrolet and DeLorean
1400 S. Brand Boulevard
Glendale, California 91204
(213) 240-5720

MasterCard or VISA Cards Accepted

ANNUAL HISTORIAN'S REPORT

SAMANTHA ROBINSON— *Historian*

The DeLorean Owners Association ... See Where We Have Been, and Where We're Going

April 1983 was the beginning of a unique relationship. It began with an organization of just seven couples, who were willing to take a chance by making a loan to your club of $50.00 per couple. The group of seven couples formed because of the problems owners were having after the company folded, and because there was a need to support one another to keep our cars going. A group of people who knew we all would have something in common, and who all had a dream. Thus, the DELOREAN OWNERS ASSOCIATION.

From the first day that someone decided it was time to form an association, with the idea that it would help us (the DeLorean Car Owner) with our questions, parts, and maintenance problems. We became an association that would share in the ups and downs of the automobile, to an association that would get together for an afternoon of community involvement, or weekend seminars and conventions which would involve DeLorean Owners from all parts of the United States, to an evening dinner conference, or just plain getting together for some fun. We have survived the "coke jokes", the fingerprints, even to finding a place to put the flat tire when the "spare" had to be used, and we learned to have a First Aid Kit handy for all those cuts we managed to get while we tinkered around all that stainless steel. Yes, we all have come a long way, in spite of everything. We're a lot more secure about our automobiles because we know that we can obtain information from our fellow members, and if need be, we can get our technical questions answered from our Technical Department, or if we have problems with obtaining parts, we can get help with that too.

Here now, is an attempt to give you a recap of the events that have taken place since our organization came into being. For the old members, it will bring back memories, for our new members, it will bring you up-to-date, and for everyone, it will show you how we, as an association, have progressed these past two years.

Our first Rallye was held on May 15, 1983. A group of members gathered in Sherman Oaks for a Rallye to Santa Barbara. An estimated 12 cars participated in this event.

Our Rallye started at about 9:30 A.M. which took us through-out the various areas of Los Angeles, Ventura, getting a glimpse of the Pacific Ocean, and into Santa Barbara Counties. We all needed road maps because most of us got lost, but considering that this was our first Rallye, we did pretty good. We arrived in Santa Barbara about 2:00 P.M. Some of us had to leave for the long drive back home, but some of us were able to stay for dinner at the Biltmore Hotel, and naturally, over dinner, we talked about the turns that we did or did not make getting to our destination, and of the fun we had in getting there. After dinner, we all went our separate ways looking forward to our next event.

July 17, 1983, our First annual Picnic was held at El Dorado Park in Long Beach. In addition to the food and beverages, we had all sorts of activities going on. Ed Bernstein even conducted a Technical Seminar on the DeLorean Cooling System, and Pat Parr stole the show with his 1938 Chevy.

September 18, 1983, was our First DeLorean Owners Association Products Fair and Brunch, held at the Newporter Inn, in Newport Beach, California. We don't know how many people actually attended because so many had to be turned away for lack of space, but we do know that Gladys and Charles Muffley from Bethlehem, Pennsylvania were there. Looking back, everyone had a pretty good time. We had a lot of interesting products to see, and the vendors did a good portion of business that day.

November 5, 1983 took us to San Diego for the weekend. We attended a Luau at the home of Dr. and Mrs. Bill Squire. It was a lovely setting for a Luau, with their home situated on a hill overlooking Greater San Diego. We were able to meet many new friends from the San Diego area.

On December 3, 1983, a group gathered at the Beverly Hills Hilton for an evening at L'Escoffier. Of course the main topic of conversation was our DeLorean Automobile and its future.

February 25, 1984, was our First Winter Convention held at the Bel Air Sands Hotel in Bel Air, California. We had a full house that night. After dinner, we had reports from the Board Members, then on to a Technical Forum anchored by our Technical Director, Pat Parr. This proved to be very interesting because in attendance were four DeLorean Professionals from within the California area to answer questions. To listen to all the questions about our automobiles, and then listen to the answers from these four professionals was an experience because by the time you were ready to attend the convention, you were pulling your hair out trying to figure out what was making those strange noises, or why something wasn't working the way you thought it should be.

On March 30, 1984, about noon, a group of 16 cars gathered for lunch at the Holiday Inn, then to caravan to the Las Vegas Hilton for the weekend, from a place called Victorville, California.

Of course the DeLoreans were the envy of many onlookers everywhere we stopped on our way to Las Vegas, and while in Las Vegas. When we arrived at the Las Vegas Hilton, all eyes, cameras and news media were upon us. We spent the weekend meeting new friends, going to shows, winning and losing money with the one arm bandits. 32 cars gathered to participate in a Poker Rallye to Boulder Dam, stopping at Ethel M Gourmet Chocolate Factory,

Continued on page 23

YOUR **DeLorean** SPECIALIST

"DEAR DMC OWNER
WE ARE A COMPLETE
SERVICE FACILITY FOR
YOUR DELOREAN'S NEEDS.
IF WE CAN HELP YOU IN
ANY WAY GIVE US A CALL."

RON LOWE

EXPERIENCE THAT BRINGS CONFIDENCE TO THE DELOREAN OWNER

SERVICES PERFORMED: FACTORY SERVICES-LUBE/OIL CHANGE MAJOR/MINOR TUNE-AUTO/STANDARD TRANS-ALIGNMENT-BRAKES-TIRES-SHOCKS-A/C-BODY WORK-ELECTRICAL DIAGNOSING AND TROUBLE SHOOTING.

SWEDISH AUTOSERVICE INC.
1701 E. EDINGER, I-4
SANTA ANA, CA 92705
(714) 972-1216

DMC HOTLINE
(714)972-8248

DMC Parts

SPECIALS

BUY DIRECT FROM THE SOURCE
IMPORTED FROM FRANCE

SPECIALS

	RETAIL	YOUR COST
PRESSURE PLATE-HEAVY DUTY	N/A	$150.00
PRESSURE PLATE-REG	$205.14	$125.00
CLUTCH DISC.	$111.67	$75.00
T/O BEARING	$41.37	$32.95
ADJUSTABLE CLUTCH LINK. (at clutch pedal)	$16.00	$10.95
AIRCRAFT HYD. CLUTCH LINE (for cars with hard shifting when hot)	N/A	$70.00
REBUILT VACUUM MODE SWITCH (exchange)	N/A	$15.00
WATERPUMP	$168 .64	$110.00
MOTOROLA ALT. (add $25.00 for mount kit)	$340.84	$185.00
AUTOTRANS PAN GSKT.	$7.80	$5.75
ENGINE PAN GSKT.	$7.24	$5.70
TUNE-UP KIT (plugs, plug wires, dist. cap, rotor, air filter, fuel filter)	$189.73	$100.00
FUEL PUMP/ BOSCH	$180.36	$80.00
REBUILT SLAVE CYL. (exchange)	N/A	$45.00

SWEDISH AUTOSERVICE, INC.
1701 E. EDINGER BUILDING I-4
SANTA ANA, CA 92705
(714) 972-1216

WE GUARANTEE PARTS SHIPPED OUT IN ONE (1) DAY
(limited to this special and stock on hand)
ANY OTHER PARTS 3 TO 5 DAYS

WE STOCK A FULL LINE OF DELOREAN PARTS...GIVE US A CALL

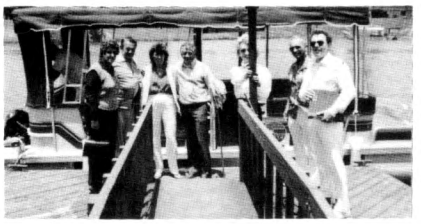
PARTS HOT LINE
(714) 972-8248

DELOREAN OWNERS ASSOCIATION MEMBER

DEALERS INQUIRE

then at the Gold Strike Casino for brunch. That evening 82 owners gathered for a spectacular buffet in the Orbit Inn's Convention Center. Sunday was breakfast at the Landmark Hotel before it was head-for-home time.

June 9-10, 1984 took your Board of Directors South to Lake San Marcos, California. It was the setting for a "Meet the Directors" day at the home of Dick and Nancy Zeigler who opened their home to us for the benefit of the DeLorean Owners in the San Diego area.



Conversation ranged from high-tech to coming activities that the association had in the works. By the end of the day, nearly everyone had their questions answered and guests left with very positive feelings towards the association.

July 22, 1984, many gathered for fun and frolic during our Summer Bar-B-Que at El Dorado Park in Long Beach. There were games, drinks, food, trophies to be given, and of course raffles.

Between David Knudson, our Activities Director, and Ed Bernstein, our President, I don't know who used the bullhorn the most. We were important enough to even have our own Security Guard, which was impressive, especially with so many DeLoreans in one place. Also at around this time we began publication of the first news stand quality DeLorean Worlds.

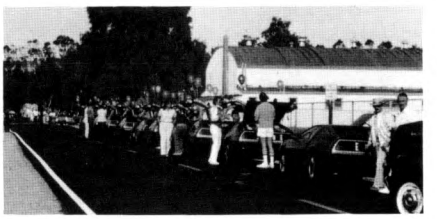
September 3, 1984, couples from the DeLorean Owners Association, volunteered to participate in the Santa Barbara Old Town's Muscular Dystrophy Festival. We displayed our cars outside the Mission Theatre, and were asked everything from what kind of mileage we got to "will you please take our picture while I sit in this car." It was fun, quite an experience, and was for a very good cause.

On September 28-30, 1984, our Autumn Convention and Products Fair was held at the Bahia Hotel in San Diego, California for the weekend. We saw many old friends, and made many new ones. 34 cars gathered in the Bahia parking lot for a fun Rallye on Saturday morning, that took us through parts of San Diego that we never knew existed.

We saw new products, and wished that we had more room in our cars so we could buy more products than we had planned or even had room for to carry all the goodies back home with us.

October was the beginning of a new relationship. Area Regional Chapter #1 was started which brought together Michigan, Indiana, and Ohio. To date, we have already grown to Area Regional Chapter #8 in the Pacific Northwest which has brought together Washington, Oregon, and Idaho.

October 6, 1984 again took us on another adventure that led to Vandenberg Air Force Base for the National Fire Prevention Week. A group of 16 Association Members received an informal invitation to participate in a parade that took us throughout the Base. It was worth the trip once we saw all the kids, both young and old, delight in the DeLorean Parade Form. After the parade, we were treated to a barbeque at the home of Airman Charles Wynn, then to a tour of "Slick Six" where the Space Shuttle is to be launched in 1986.



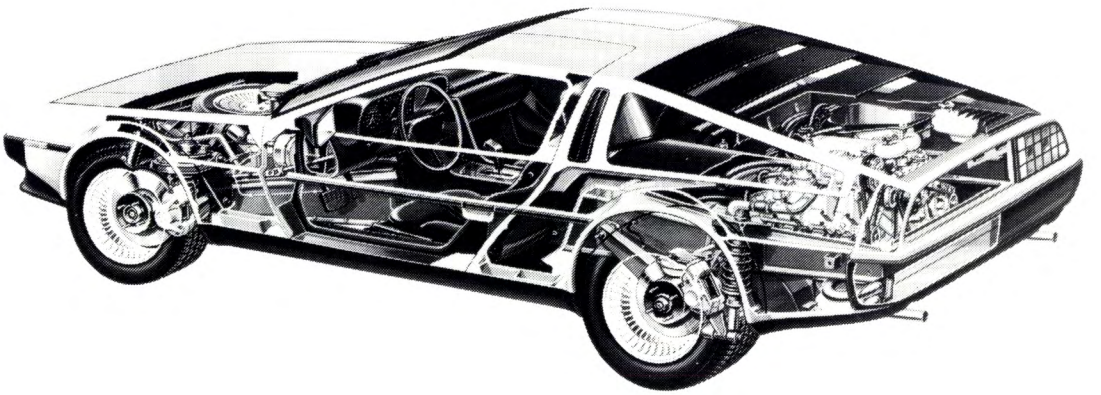
November 1, 1984, we held our First Annual Membership Dinner at the Queensway Bay Hilton Hotel in Long Beach, California. This event was for DeLorean Owners Association Members only. Members from all over the area attended, and we had the pleasure of meeting Bob and Fran Longmar who came all the way from Dorchester, Massachusetts to attend. This was also the night that our President, Ed Bernstein related the news of our Area Regional Chapters to the membership. It was really our night.

December 7-9, 1984, our last gathering for 1984, was the First Annual Nationwide Conference at Asilomar State Park. We had the opportunity to meet new friends from the Northern area who rarely get a chance to come South to participate in our functions. It was an exciting experience to share what the DeLorean Owners Association is really about with so many new people. We had a "hands on" Technical Talk, which was conducted by our Technical Director Pat Parr and his assistant, Al Ridella. The Tech Talk was most beneficial to all of us. We participated in the "Neilsen Rallye" that took us on a beautiful scenic route through Carmel and Monterey, and finally, we all gathered for the photo to end all photos (47 DeLoreans) on the beach the morning

Continued on page 29

Elite Motors

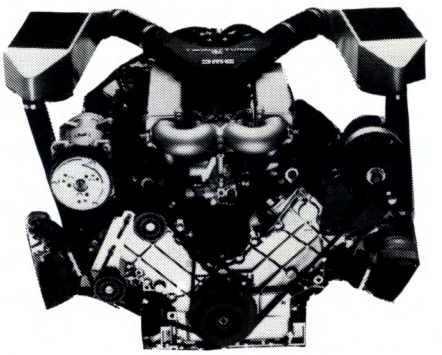
JOHN KOCHE



"WE KNOW THEM INSIDE & OUT"

SPECIALIZING IN:

- *Preventive Maintainance*
- *Trouble-Shooting*
- *Modifications*
- *Fuel Injection*
- *Body Work*
- *Imron Painting*



TURBO-CHARGING

RTS. 202 - 206
PLUCKEMIN, NJ 07978

DE LOREAN OWNERS ASSOCIATION
MEMBER

PHONE: (201) 658-4986
(201) 658-4987

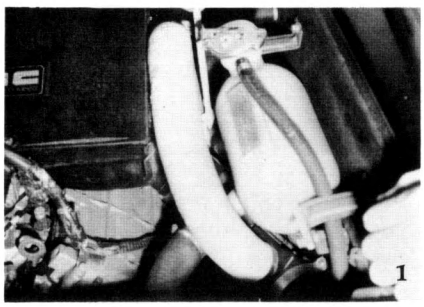
Manufacture's suggested list price for all parts
10% off for East Coast Members

DeLorean Ground Connections

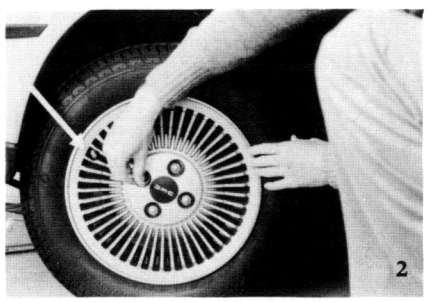
By Robin McNeill, Contributing Editor

Is your DeLorean troubled by a seemingly weak alternator? Do the headlights dim when the cooling fans are on? If the headlights are on, does the volt meter drop towards the 8 volt mark at a stop light?

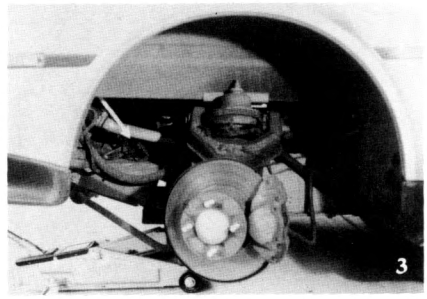
If these symptoms sound familiar you might want to check the ground connection from the front of your vehicle to the battery located in the rear.



1. First lift the hood and check the battery gound connection to the frame. To find, see the arrow in photo 1. Use a 11 mm socket and be sure the connection is tight. While you are looking under the hood it would also be advisable to check the area where the corrugated air intake pipe passes near the aluminum coolant pipe. If those two pipes are touching, the corrugated pipe is probably slowly cutting through the coolant pipe. You can prevent this from happening by putting an ordinary steel hose clamp around the coolant pipe to protect it.



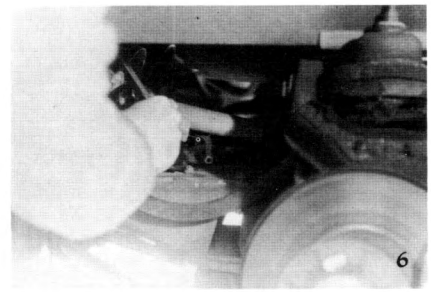
2. Next check the ground wire for the electrical components in the front of the car. It is located near the front left wheel. Jack up the car and remove the wheel. Be sure to set the parking brake and block the rear wheels. When you remove the front wheel, mark the stud nearest the tire stem, so that the wheel can be returned to its original position (photo 2). This will retain the wheel balance.



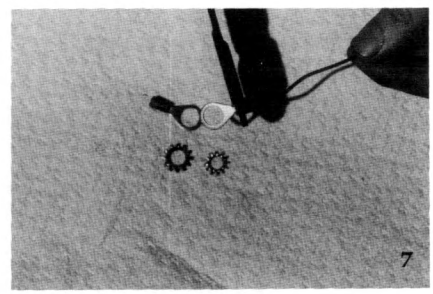
3. Now you can see the bolt that the entire front end of the vehicle is grounded through (photo 3). The cause of a poor connection at this point is that the epoxy coating, which covers the entire steel frame, was not ground from beneath this bolt at the time of assembly. Before proceeding any further you might want to check this connection with an ohm meter. (photo 4) The resistance on this vehicle was 5 OHMS.

4. To correct this problem, remove the bolt, and push the radiator support bracket aside, and use a wire brush to remove the road grime from the bolt and frame (photo 5).

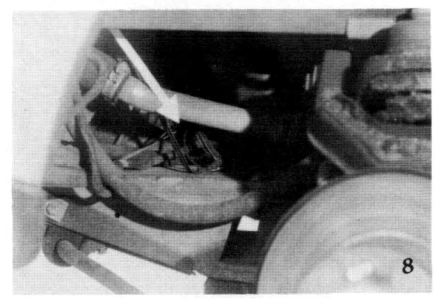
5. Next grind or chip the epoxy from the dimple in which the bolt is seated (photo 6). This will ensure a good connection. To do this job, we used a Demoto type tool, but any method of removing the epoxy coating from the frame at this point is acceptable.



6. It is not unusual to discover that some of the wires which are grounded do not have connectors! If you find this condition, you should definitely correct this oversight by using an electrical connector available at hardware and auto stores. You should also buy some star washers (photo 7).



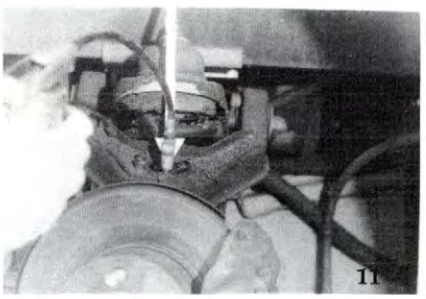
7. When re-installing the gound bolt be sure to remember that a good physical connection is a good electrical connection. Install the star washer and the ground wire beneath the radiator mounting bracket (photo 8).

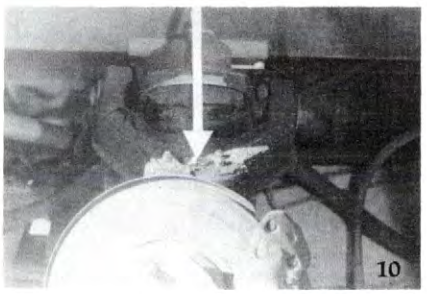


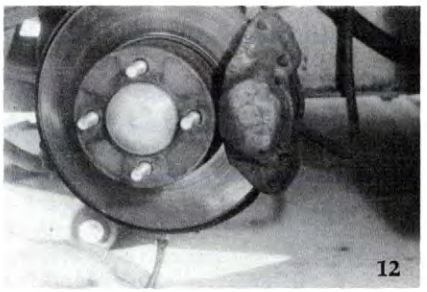
When we performed this repair on the DeLorean pictured the dashboard voltmeter indicated that the electrical system was putting out 12 volts with the air conditioner on and the engine at

Continued on page 26

9


11


10


12

an idle. Prior to the ground wire repair, only 9–10 volts were shown on the meter.

While we were working on the car we decided to do a lube job. The DeLorean is especially easy to lube, having only four lube points. Photo 9 shows upper left nipple lube in its hard to find location. By the way, you may need a lube gun with a flex hose, as shown. Before attempting to lubricate the ball joint, it is necessary to wipe the lube point off (photo 10). Connect the lube gun (photo 11) and give the joint 3 or 4 good pumps of grease. The other lube joint is located below the top one and may be accessed by reaching beneath the wheel (photo 12). Once you know where the lube points are, it is unnecessary to remove the wheel to perform this maintenance procedure. The ball joints should be lubricated every 4,000 miles. □

"DELOREAN OWNERS ASSOCIATION PRODUCTS"

		Shipping
Clothing		
• DOA Silver Satin Jacket (Unisex), zippered front with logo embroidered on left front panel—Sizes XSML to XXLGE	$52.85	(2.00)
• DOA Logo Men's Golf Shirt—black or gray—any size	$18.50	(2.50)
• DOA Logo Ladies Scoop Neck Shirt—black or gray—any size	$15.75	(2.00)
• DOA Logo Ladies V-Neck Shirt—black or gray—any size	$15.75	(2.50)
• DOA Logo Hats—any size	$ 6.00	(1.00)
• DOA Logo Embroidered Patches	$ 3.00	(0.50)
Accessories		
• Prototype Photos of the "first" DeLorean—½ set of 12	$14.00	(1.00)
• Prototype Photos of the "first" DeLorean—full set of 24	$24.00	(2.00)
• DOA Logo Chrome Member Badge for car	$10.00	(0.75)
• DOA Logo Solid Walnut Pen Desk Set	$23.53	(2.50)
• DOA Logo Business Card Case (Silver Tone)	$23.18	(1.40)
• DOA Logo Key Ring (Silver Tone)	$ 1.56	(0.56)
• DOA Logo Lapel Pin (Silver Tone)	$ 3.88	(0.39)
• Past issues of DeLorean World (Photo copies)	$ 5.00/issue	(1.00)

"Vol. 1 Book 1, Vol. 1 Book II, Vol. 2 Number 1, Vol. 2 Number 2, Vol. 2 Number 3, Vol. 2 Number 4"

Prices subject to change and product availability

Sales tax @ 6.5% California only

Mail order and check (including shipping charges) payable to:
DeLorean Owners Association Products, 12340 Felson Place, Cerritos, CA 90701
Phone: (213) 402-4141

Technical Questionnaire

There is only one word with which to describe the magnitude of the response we received to our recently published technical questionnaire. That word is "pitiful." Do you feel you have reached the end of the technical section too soon? Are you always reading ... hoping ... wishing to find the solution to your unique DeLorean problem? Well this is your second chance, we re-printed the technical questionnaire, so go fetch your pen and get this questionnaire back to us.

Your Name: _____

Membership Number: _____

DMC VIN: _____

Total Mileage: _____

Frequency of Use: Daily ☐ Weekly ☐ Monthly ☐ Storage ☐

DeLorean Purchased New or Used: _____ Date: _____

Condition of DeLorean When Purchased? _____

Please List Any Modifications (e.g., lowering, paint, turbo) _____

Service Centers Utilized:	Parts	Service	Repairs
1. Name: _____	( )	( )	( )
Address: _____			
_____			
2. Name: _____	( )	( )	( )
Address: _____			
_____			
3. Name: _____	( )	( )	( )
Address: _____			
_____			

Would you recommend these service centers to other DeLorean Owners? _____

Checklist Please note that this checklist is organized by the importance of the technical problem. Please check any problems which you have had. Please circle any problems which you still have. Please indicate service performed to correct problem and any service tips you might have at the end of this list or on a separate piece of paper.

Safety (Hazardous problems).

1 Fuel leaks ☐ 2 Steering ☐ 3 Brakes ☐

4 Fire ☐ 5 Other ☐ _____

Reliability (Will not start or cannot be operated).

101 Inertia Switch	☐	102 Clutch	☐	103 Transmission (manual)	☐
104 Cooling Fan System	☐	105 Fuel Pump	☐	106 Transmission (auto)	☐
107 Rubber Boots on Axle	☐	108 Ignition Switch	☐	109 Cooling System Lines	☐
110 Alternator	☐	111 Radiators	☐	112 Brakes	☐
113 Relays	☐	114 Coolant Reservoir	☐	115 Other _____	☐

Inconvenience (Car can be operated).

201 Window Motor	☐	202 Tach/Speedo	☐	203 Air Conditioner	☐
204 Window Track	☐	205 Gas Guage	☐	206 Antenna	☐
207 Door Locks	☐	208 Tail Lights	☐	209 Windshield Washer	☐
2 Door Fuses	☐	210 Clock	☐	211 Mirrors Switch	☐
212 Door Won't Stay Up	☐	213 Radio	☐	214 Mirrors Mount	☐
215 Door Seals Torn	☐	216 Radio Readout	☐	217 Coolant Sensor	☐
218 Leaks	☐	219 Exhaust System	☐	220 Oil Pressure Sensor	☐
221 Engine Lid Cable	☐	222 Trunk Lid Cable	☐	223 Interior	☐
234 Windshield Washer	☐	235 Lights	☐	236 Other _____	☐

Please explain any problems you have checked or circled. Include repairs and service tips.

Interchangeable Parts.

Have you discovered any car parts that work well on the DeLorean? (Please include part number.)

Technical Articles.

Are there any particular technical aspects of the DeLorean or maintenance or repair procedures you would like to have discussed in DeLorean World?

DeLorean World Comments.

Please indicate any comments you might have about the content of DeLorean World or any or the regular features.

Send completed questionnaire to:

Daniel DePrez
DeLorean World Editor
1918 E 63rd Street
Long Beach, CA 90805

Continued from page 18

GULLWING CHATTER

seconds and a quarter mile of 15.4 sec at 85.0 mph. For my next run I revved only to 4000 before dropping the clutch and I was to 60 in less than 6.0 sec, 5.8 to be exact, the quarter-mile flashing by in 14.7 at 89.5 mph. Incredible. That's about half the time it takes a naturally aspirated DeLorean to get to 60 and it's 3.2 sec quicker and 13.0 mph faster in the quarter mile.

Testing completed, the equipment was removed so that I could sample the twin-turbo DeLorean under real-world conditions. Here it was even more impressive. Just like Dellis' other turbo projects, the DeLorean is an amazingly responsive car to drive. Flexibility and lugability are two words that jump immediately to mind. Let the revs drop to 1500 in 5th, step on the gas and it will pull, slowly at first, but smoothly. Continue to accelerate and the engine is at full boost by 2500 and beginning its head-spinning rush toward its 6500-rpm redline. Top speed, something I had no place to check, is reached at 5500 in 5th, in the mid-140s, according to Dellis. Wow. But most importantly, the twin turbos have made the DeLorean a "driveable" car. Every gear is usable. You're never at a loss for low-end or mid-range pulling power. If you're a lazy shifter, leave it in 5th and forget it. The DeLorean exhibits what I would describe as the coiled rattler syndrome. The boost is so perfectly matched to engine characteristics and gear ratios that it's difficult finding a condition where the V-6 isn't immediately ready to spring into action. And it's the sort of all-around driveability the DeLorean should have had right from the start.

It was dusk when I left the Legend parking lot. That same DeLorean I had passed earlier in the afternoon was still there, looking eerie and forlorn in the reflected light from yellow-orange sodium vapor lamps. As I drove away, I remember thinking of the Cutty Sark Scotch ad on DeLorean. You may remember it: "One Out of Every 100 New Businesses Succeeds. Here's to Those Who Take the Odds." I thought of DeLorean's own ad: "Live the Dream." I thought of Fred Dellis and Legend Industries bankrupt. I thought of Dellis' 60 ex-employees jobless. I thought about the hundreds of other companies and the thousands of people whose lives had been altered by the DeLorean debacle. For them the dream had become a nightmare. Would it ever end? □

Continued from page 3

PRESIDENT'S MESSAGE

you may have to commute to the monthly Board of Directors meetings.

Seriously, we anticipate Regional and National Conventions in the future, but for now, strong local Chapters are our greatest support for growth. If anything is being done of which you do not approve, let us know; we may not even be aware of the situation. If you feel changes would improve our efficiency, try implementing the change within your Chapter, refine it and, if effective, we'll attempt to induce all the Area Regional Chapters throughout the county to adopt it.

Our prime concern at this time is your participation in submitting editorial copy, technical information, photographs (black and white) and information regarding Area Regional Chapter events. We look forward to your input, and your participation.

We do not need a DeLorean Factory to which we can complain about our vehicles, we simply need mutual support and information regarding service and parts at a fair price. Our strength is in our numbers and our success lies within our desire to assist others in the completion of a task which may be too much to be handled by just a few. □

Continued from page 23

ANNUAL HISTORIAN'S REPORT

before most of us left for the long drive back home. Asilomar was beautiful, and those of us who had the opportunity to attend will never forget.

February 1985, has brought added joy to our Board Members, and our Membership. We jumped a hurdle that some thought we would never do. Our Membership Director, John Truscott, had the privilege of accepting a Membership Application from Paul and Jacqueline Darrall, who reside in Pacific Palisades, California. Our couple became the 1,000 member to join our association. To this date, we have 1111 (3/15/85) members, and we are still growing. As you can see, 1985 is really off to a good start. To you, our members, both old and new, thank you for all the support you have given, and for making all of this possible.

Years to remember and years to come. I thank you DeLorean Owners Association for two great years. Congratulations on passing the 1,000 Membership Mark. For our Board of Directors and Committee Members who are all volunteers, and to all the Staff of the DeLorean World Magazine, who also are volunteers, we thank you for all the work, and I do mean work, you have done, informing us, and guiding us, the members, to the number "1" spot. We all look forward to many more members, as well as many more good years together. □

DE LOREAN, 1982—5 speed, very fast "Twin" Turbo charged ($4,350) original window sticker $29,825. Total $34,175, asking $24,750, always garaged, all service records, less than 4,000 miles, 160 MPH speedo, excellent condition, all options and update modifications, non-smokers car, floor mats, office (314) 946-6860, home (314) 625-3762, ask for E. Stegemann.

DE LOREAN, 1981 #807, automatic, 4,000 miles, excellent condition make offer. (619) 455-1848.

DE LOREAN, 1981: Automatic, 7,500 miles, gray leather, perfect condition, asking $17,400 call Ed Clydesdale (615) 259-9111 or (615) 758-0118.

OUT SIDE DOOR HANDLES: Replace broken/breakable existing plastic handles in your handle assemblies with like original black hard anodized tempered aluminum ones. $40.00 plus $3.50 shipping. Calif. residents add 6.5% Sales Tax. Send repairable handles to: W. K. Lai, 8544 Los Altos Drive, Buena Park, CA 90620 Phone (714) 527-6178.

DOOR LOCK SOLENOIDS: Let us rebuild your door lock solenoids better than new with heavy duty wire. $75.00 for both includes shipping. De Lorean Specialty Products and Parts, 10568 Ashton Avenue, Los Angeles, CA 90024 (213) 474-8194.

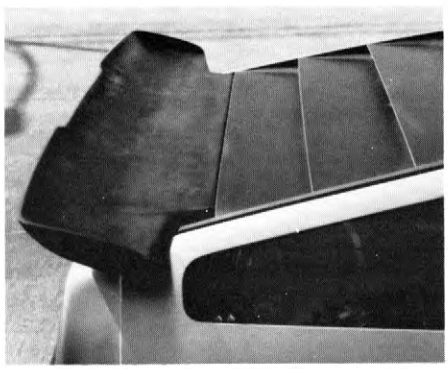
WINDOW MOTOR PROTECTORS: Protect your expensive window motors with our "Exclusive" cap that fits over all console switches so that your elbow or arm does not accidentally rachet the motors. $9.50 includes shipping. De Lorean Specialty Products and Parts, 10568 Ashton Avenue, Los Angeles, CA 90024 (213) 474-8194.

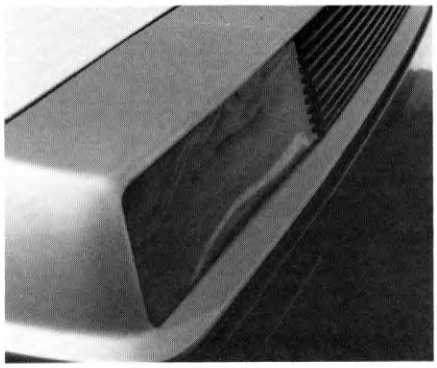
WHEELS: Fronts $212.00 each. Rear $245.00 each, complete set $850.00 includes shipping. (California residents add 6.5% Sales Tax to the above items.) De Lorean Specialty Products and Parts, 10568 Ashton Avenue, Los Angeles, CA 90024 (213) 474-8194.

WATER PUMP: Four Courtesy Light Switches $135.00. Jack Gresham, Route 6, Box 135, Salem, Indiana 47167.

CHANGE THE FACE on your existing DeLorean Speedometer (in good working condition) to 170 mph and recalibrate. $95.00 plus $4.50 shipping & handling. California residents add 6.5% sales tax. DEREP PRODUCTS, 9251 Vanalden Avenue, Northridge, California 91324, (818) 993-7963.

DeLorean Parts





1. HANDS OFF SIGN (TWO SIDED PLASTIC) ..... $ 1.00 EA.

A DeLorean Auto Is Like Another Man's Wife — Look And Admire, But **DO NOT TOUCH**	A AMC Auto Is Like Another Man's Wife — Look And Admire, But **DO NOT TOUCH**

2. PEWTER 1/43 SCALE DELOREAN MODEL ..... $ 59.95 EA.
   Pewter is one of the oldest metals of skilled craftmen and artists. It has been used for centuries as a metal of beauty. These miniatures measure 4½ inches long. Each is finely detailed and handcrafted in the U.S.A. and have a stainless finish.
3. SMALL WOOD DESK PEN SET WITH PEWTER DELOREAN MODEL & CUSTOM ENGRAVED PLAQUE ... $ 79.95 EA.
4. LARGE PEN SET WITH PEWTER DELOREAN MODEL & CUSTOM ENGRAVED PLAQUE ..... $ 89.95 EA.
5. CUSTOM MADE WHALE TAIL FOR DELOREAN ..... $225.00 EA.
   Fits on rear louver, helps cooling and looks great. (Shipping cost may vary)
6. CERAMIC HEAT SHIELD ..... $ 19.00 EA.
   Reduces temp. at transmission and clutch slave 25° to 30°
7. BATTERY CUT OFF SWITCH ..... $ 44.95 EA.
   Disconnects battery from car while setting for long periods of time. Easy installation
8. STAINLESS HOOD & DECK LID SAFETY RELEASE ..... $ 8.00 SET
   Will open hood or deck lid if stock factory cable breaks
9. REAR LOUVER BRACE ..... $ 44.95 EA.
   Helps keep rear louver from flexing and cracking
10. TINTED HEADLIGHT COVERS ..... $ 75.00 SET
    These will fit "FLUSH", no drilling required. Easy installation

ORDER FORM

Name _____ Phone _____

Address _____

City _____ State _____ Zip _____

Description	Price (EA)	Quantity	Amount

☐ Check here for C.O.D. delivery or send check or money order

Subtotal	
6.5% Tax (CA Only)	
Shipping (UPS)	$3.00
Total	

To: Teri Jennings
1202 N. Dalton
Azusa, CA 91702
(818) 334-5262

DELORIAN OWNERS ASSOCIATION
MEMBER

If you're thinking turbo, think twin turbo.

The most efficient method of turbo charging your DeLorean's V-6 engine is with two turbochargers—one turbo unit for each three cylinders.

When the DeLorean factory began developing a performance model, the twin-turbo configuration was the system they preferred (see Road & Track, December, 1984-page 37). The Island Twin-Turbocharging System is the most faithful to that DeLorean factory turbo design.

QUALITY

- The Island Twin-Turbo System includes a matched pair of IHI Turbochargers, the same brand used on most Indianapolis 500 racers.
- All intake manifolding is made of cast aluminum, which can't rust or crack like metal tubing.
- A matched pair of exhaust manifolds are fabricated from rugged cast iron.

PERFORMANCE

- 0-60 mph . . . . . 6.3 seconds
- Top Speed . . . . . 140 mph
- Total exhaust breathing capacity is increased to a BIG 4-inches total diameter (2 inches for each bank).
- No turbo lag.

REPUTATION

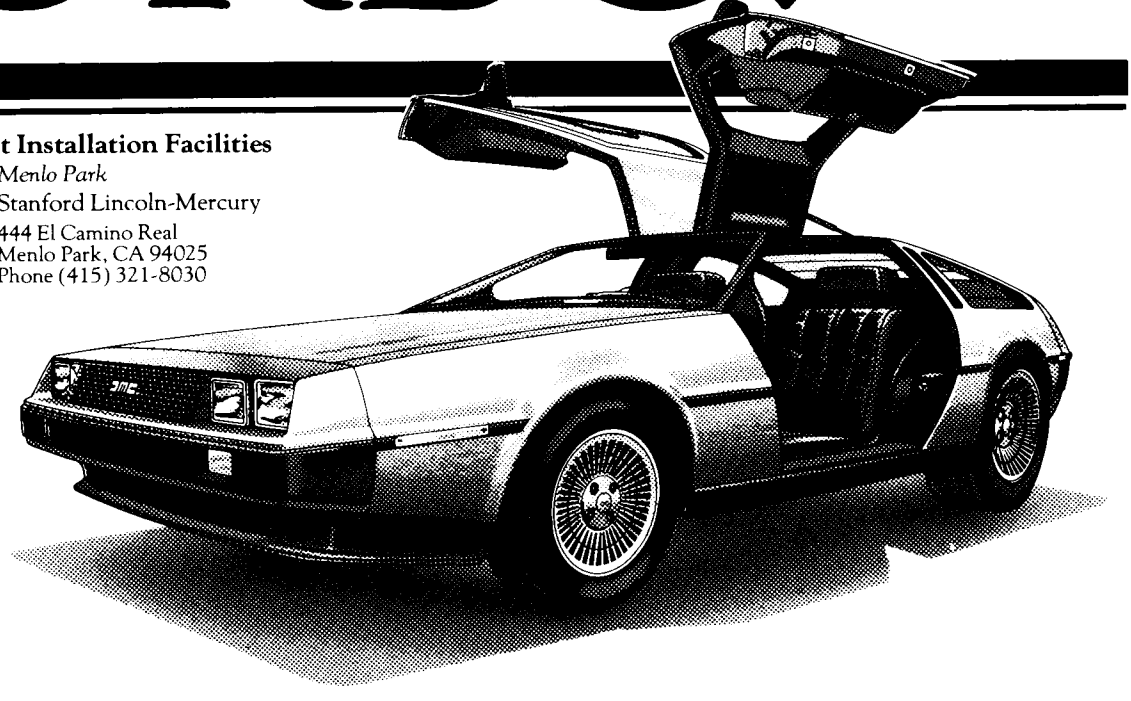
- Island Turbo has been turbocharging DeLoreans since 1981 and has earned one of the most respected names in the turbo industry.

If you're thinking turbo, think twin-turbo. There's only one — Island Turbo, the DeLorean turbo experts.

California EPA Approval Pending

ISLAND TURBO
Division of Turbo Manifold Co.
729-R Mount Ave., PO Box 25, Wyandanch, NY 11798
TURBO HOTLINE: (516) 643-6464

THINK TWIN TURBO.



Now With Two West Coast Installation Facilities

Santa Ana
Swedish Automotive
1701 East Edinger
Building #4
Santa Ana, CA 92705
Phone (714) 972-1216

Menlo Park
Stanford Lincoln-Mercury
444 El Camino Real
Menlo Park, CA 94025
Phone (415) 321-8030

EXCLUSIVE WEST COAST DISTRIBUTOR
De Lorean Specialty Products and Parts
10568 Ashton Avenue
Los Angeles, CA 90024
Phone (213) 474-8194

MEMBER

Now you can drive with confidence

We Can Supply Everything You Need for Your DeLorean. All Parts and Accessories Available For IMMEDIATE DELIVERY.

ACCENT STRIPES
WIRING HARNESSES
DOORS
LEATHER DRIVING ACCESSORIES
SHELF MATS
PRESSURE SENSORS
AIR FILTERS
WHEEL LOCKS
GASKETS
BRAKE PADS
MIRRORS
WIPER BLADES
FENDERS
ALTERNATORS
RADIATORS
CAR COVERS
LOCKS
ANGLE DRIVES
MOULDINGS
VIDEO TAPE REPAIRS
FINE JEWELRY
ANTENNAS AND MASTS
OIL FILTERS
DASH PROTECTORS
WINDSHIELDS
BRAS
PARTS CATALOGS
BLENDING PADS
LOUVRES
TRUNK MATS
CARPETING
POLISH
BOOKS
TRANSMISSION COMPONENTS
CIRCUIT BREAKERS
RADIOS
LITERATURE
QUARTER PANELS
LUGGAGE RACKS
DISCS
TIRES
CLEANING KITS
REBUILDING SERVICES
ELECTRICAL COMPONENTS
170 MPH SPEEDOMETERS
LIGHT BULBS
KEYS
EXHAUST COMPONENTS
RELAYS
FLOOR MATS
SPARK PLUGS
HEADLIGHTS
FUEL FILTERS
SHEEPSKINS
RUBBER SEALS
REPAIR MANUALS
FUEL PUMPS
SEATS
FUSES
SEAT BELTS
GLASS
SOLENOIDS
LENSES
WHEELS

MONEY BACK GUARANTEE

Call collect for our free catalog of DeLorean parts and accessories.

DEREP PRODUCTS

9251 Vanalden Avenue, Northridge, CA 91325

One call does it all (818) 993-7963

(collect)

DELOREAN OWNERS ASSOCIATION
10568 Ashton Avenue, Los Angeles, CA 90024

BULK RATE
U.S. POSTAGE
PAID
Van Nuys, CA
Permit No. 357

ADDRESS CORRECTION
REQUESTED